

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the Gen
Post Office in the United Kingdom

MANY WOMEN TO-DAY
NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,326

號五十二百三第萬二第

日六初月七年亥癸

HONGKONG, FRIDAY, AUGUST 17th, 1923. 五拜禮

號七十月八年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A NEW SPECIALITY
BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climates, lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD, CENTRAL

TELEPHONE: CENTRAL No. 75.

SPORTING.

SPORTING GUNS BY W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.

Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
now on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE:

WEEK DAYS.

7.00 a.m.	7.10 a.m.		
7.30 " " "	8.00 " "	every 15 minutes	Stop-
8.00 " " "	8.20 " "	" 10 "	ping
	8.30 "		Non Stop
	8.37 "		Stopping
	8.47 "		Non Stop
	8.54 "		Stopping
	9.04 "		Non Stop
	9.11 "		Stopping
	9.20 "		Stopping
9.30 a.m.	11.00 "	every 10 minutes	Stop-
11.30 " " "	12.30 p.m.	" 15 "	ping
	12.47 "		Non Stop
	12.57 "		Stopping
	1.04 "		Non Stop
	1.13 "		Stopping
	1.23 "		Non Stop
1.30 p.m.	4.00 "	every 10 minutes	Stop-
4.30 " " "	4.40 " "	" 15 "	ping
4.50 " " "	5.30 " "	" 10 "	ping
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping



Price: Per Case, 1 doz. qts., Duty Paid—\$28.00.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
No. 8, QUEEN'S ROAD CENTRAL
Tel. Central No. 135. HONGKONG. [133]

DAIRY FARM NEWS

FISH

JUST RECEIVED

Direct from the Scottish Fisheries

Fresh Stocks of

FILLETS

HADDOCKS

AND

KIPPERS.

DEATH DEALING INSECTS

Cockroaches cause Cancer. Mosquitoes cause Malaria.
Flies cause Typhoid. Fleas cause Plague.
These and all other insects are rapidly killed

BY

LOTOL

The scientifically prepared Germicide.

OBTAINABLE AT—

The Colonial Dispensary.
The China Dispensary.
The Sun Co., Ltd.
Yee Hing Tomley.

The Pharmacy.
Baikilly & Co.
Wing On Co., Ltd.
Sui Cheong.

Do not accept inferior substitutes.

GENERAL COMMERCIAL CO., LTD.,

10, Des Vaux Road Central,
Sole Agents for Hongkong. [136]

FOR

EVERYTHING ELECTRICAL

Get an estimate from

THE HONGKONG HOTEL COMPANY.

Electrical Dept., Peddar, St.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY.

The Red Building, (opposite Ice House St.)

PERSONALITY IN BUSINESS. EMPLOYER AND WORKER.

Personality in business, viewed from various standpoints, occupied attention last month at the concluding meeting of the Association for Education in Industry and Commerce, in the Memorial Hall, Farringdon-street.

Mr. Neil J. Maclean, who occupied the chair, said he regarded the question as one of the most important of their association could consider. It was, in his opinion, one of the things which dominated success in commercial and industrial life.

Mr. P. A. Best, a director of Selfridge and Co., who introduced the subject, said he spoke not as a philosopher or as a sociologist, but as a business man and from the standpoint of the employer. As such he wanted to see personality developed to the utmost. He realised the apparent anomaly of advocating the development of personality in an industrial age, when what industries apparently required from the worker was mechanical efficiency. Many might argue that personality in the individual worker would actually be a drawback to him as a producing machine. In the first place he would reply that society could derive no lasting benefit from any industry which regarded its workers solely in that light. Such a view was flatly against the conscience and heart of the world. Workers were not merely "hands"—though that term betrayed the last century's attitude towards them. It was iniquitous for any employer to unfit his workpeople to take a proper place as citizens of their town or their country, and that was what the stunting of personality would mean. So much for the humanitarian argument. An employer who drained or stultified the spiritual resources of his employees was an enemy to society whatever dividends he might pay. But from the business point of view the case for the cultivation of the personality of each individual worker was just as strong: he was using the word to mean the shining out from within of what was essentially himself.

In a distributive business the value of personality was self-evident. Mr. Best proceeded to illustrate its value as it concerned the buyer in relation to the manufacturer or traveller, and the members of his staff, and also the sellers. But even in the most mechanical of occupations, he declared that it was an asset. A sense of personality engendered self-confidence. It was the lack of self-confidence and of the sense of personal value which held back men and women from using their full powers. In order to encourage and develop personality, he suggested that those in authority should be natural and self-expressive, and strive as far as possible to eliminate fear from business. Fear as an instrument was often immediately efficacious, but in so far as it discouraged, rather than encouraged, it was uneconomical. However, fear might be used when necessary to awaken a man's interest in himself. They must discourage petty tyrannies. Workers should be placed under men who would be intensely interested in them as human beings, and make friends with them. More than mere mechanical skill was necessary to make good leaders. Those in authority should also develop instruments of self-expression, such as proper use of English, a sense of taste in dress, athletics, dramatic societies, and social amenities. They should encourage persistently the expression of ideas. He claimed that the development of personality was an essential part of intelligent management of industry and commerce. (Hear, hear.)

AN INDUSTRIAL PROBLEM.
Mr. F. S. Button (Amalgamated Engineering Union), who dealt with the subject from the point of view of the organised workers, inquired into the meaning of personality. Was it not made up, he asked, of their experience, and knowledge, their needs, ambitions, and peculiarities—the sum-total being that something for which they counted, and for which the world valued them? If that was personality, how could it be expressed in business? If they functioned as directors or managers, personality had scope and freedom; if they worked as producers, it had little or none. If their position were that of a labour director or a master mechanic, a draughtsman or a welfare supervisor, their opportunities for expressing their personality would be manifold. If their wish were that of securing new markets, with all the ramifications and special skill required for such a task, the greater would be their chance of proving the value of personality. The main purpose of business surely must be to produce commodities for human needs and human consumption by the cheapest and most expeditious of possible methods. How could personality to business be applied? If they attempted to run a newspaper without personality they would utterly fail. If they discussed the matter from the point of view of industry, would the same kind of argument hold good for their commercial life? Industry must be carefully sub-divided, and then they found that in whole branches of it the encouragement of personality was entirely impossible, and contrary to its main purpose. "If he were right, then they appeared to have reached the conclusion that in the very nature of things some factors in production had free scope for the full use of their powers, whilst others were handicapped if, by the development of personality, they felt the curb and restriction of routine and automatic use of hand and brain. And so they needed a different argument for commerce and banking, in which fields nearly all got their chance, from that which would probably apply to industry, where only a very few got their chance, whilst the many lacked the opportunity of individual expression. The great problem confronting the statesmen of industry to-day was to supply the missing link. The creative energy of man, the freedom of his mind, the ministering to his love of adventure, the loss sustained in failing to interest his inventive ardour, had all to be taken into account when industrial policy was being determined. They had only to look around to see the tremendous amount of energy displayed by working men and women in

all kinds of social and political activities. Surely there must be some connection between this development and the damping down of individualism in the factory system. And so to supply the missing link was their greatest task to-day. It was impossible to set back the clock. Mass production was with us. In the time immediately before us men would strike not for more wages or fewer hours, but for a chance to express themselves—to leave their mark on time—to do something more than mind a machine or, willy-nilly, carry out orders.

NEED FOR ORGANISATION.

And this was their chance—so to organise and reorganise industry that men would become, not dependent tools, but willing co-operators. (Hear, hear.) Their task was surely so to lay their plans that all that was best in a man should be made use of, not for the lessening of output or the breaking down of essential standardisation, but by harnessing him not to this or that "ism," but to the principle of everyday practical and patient reform, and so secure his goodwill during the period of change and transition which appeared to loom ahead. Equally to producer as to manager, equally to machine worker as to director, equally to the man who made as to the man who sold the largest possible measure of expression of personality in his own department of work should be accorded to him. Thus only could they build up an industrial polity that would stand the strain which otherwise bade fair to wreck not only our industrial supremacy, but our industrial life. (Hear, hear.) If, to whole sections of workpeople, no opportunity were afforded for the development of personality on an individual basis, could they devise a scheme which would grant them a corporate expression? A vast store of knowledge was locked away in the mind of many workers and very rarely to be found an outlet. A great desire to help and co-operate was part and parcel of the make-up of most, if not all, of them. How could they provide an avenue? By advisory committees, by works committees and councils, by bodies of joint control, by the adoption of the complete system of applied humanities they called Whitleyism. Recently the Royal President of the Industrial Welfare Society called upon them to "build a new industrial philosophy." It was a call to which all that was best in industry, in commerce, and in the nation should respond. (Hear, hear.) And just as in politics Labour could find expression in Parliament itself so an industrial parliament should be the culminating point of all their industrial arrangements and agreements, in whose deliberations all the prime factors in business should find expression. (Hear, hear.)

In the course of a discussion Mr. W. Daniels said he saw no way of developing personality except by means of education in its widest sense, so that outside their working hours people could take a deeper and keener interest in life.

Professor Mellis urged the value of technical institutes in providing the type of education that would increase the interest of the worker in the industry in which he was engaged.

The Chairman regarded the idea of corporate personality as of real importance in considering the problem.

Principal H. Schofield, Mr. M. A. Cloudeley-Breton, Major Knowles, Mr. Harold Roston, and Miss G. A. Burton spoke briefly, and at the close of the discussion Mr. Button expressed the view that unless something were done either by shortening the hours of labour or by making productive enterprise more human, so as to give everybody a chance in life, there would be some kind of an industrial Armageddon.

FORTRESS OF HELIGOLAND HOW IT WAS DISMANTLED.

"The Dismantling of Heligoland" is the subject of an illustrated article contributed by Admiral Sir Edward Charlton to *Smith's Dock Monthly*, the house magazine of the well-known Sheldons firm of ship repairers and shipbuilders. Admiral Charlton was President of the Naval Inter-Allied Control Commission detailed to carry out this work.

On arriving in Heligoland in February, 1920, a Sub-Commission was informed by the Germans that the work would take seven years to finish. Pressure, however, was exerted, and various changes were made in the German plans, with the result that the destructions were completed by Jan. 1st, 1923, to the satisfaction of the Allied Governments.

The German Naval Commission on the island included the engineer who constructed the war harbour, and he had the mortification of destroying his own work. The entrance moles were left for some 400 metres out; beyond that their foundations were destroyed by explosives, and assisted by the winter gales of 1921-22, soon became a shapeless mass of ruins. All buildings on the reclaimed ground in the dockyard were demolished. The caisson of the dry dock was removed, and the dock walls were destroyed by successive heavy charges.

The fortifications were attacked systematically, the guns being first cut up into portable lengths of a few feet and of a weight of less than five tons. Turret walls were unbolted and pulled over, redoubt armour being blown up after holes had been made by the oxygen process. All pieces were sent below through the tunnel from the Oberland to the dockyard, shipped to Germany, and sold as naval-war material for the benefit of the Allies.

Below the surface the plan was adopted of removing party walls, leaving only a few pillars standing. These pillars were all destroyed simultaneously by explosives, with the result that the roofs fell in, the remaining spaces being filled in by the Germans, who, thorough as ever, transferred and planted grass over the spots where their former turrets and howitzer redoubts had stood. Lastly, the tunnel itself was blown in after a water-way had been constructed through it to carry the water supply, fresh and salt, for the island and its visitors.

In this great work of demolition between 500 and 600 German workmen were employed, and they worked steadily throughout, giving very little trouble.

THE HONGKONG HOTEL CO., LIMITED.

ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

(a) "Cash" means any coins or notes, current in the Colony.

(b) "Sale" includes any transaction in which intoxicating liquor is supplied, for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

(a) any sale by the proprietor of an hotel to a person residing at the hotel;

(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;

(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employé in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is sold to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKEN,

Secretary.

Hongkong, 15th August, 1923.

"Boy! A Good Smoke, my Slippers and Armchair."

THE

HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and Chair, but they do supply a

GOOD SMOKE. [13]

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 25,000,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 3,600,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.

LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co.
Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France.
PARIS: Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Société Générale pour Favoriser le Développement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun Hankow, Manchouli, Tientsin, Chefoo, Harbin, Newchwang, Urumtsch, Dairen, Hongkong, Peking, Yokohama, Haikow, Kwantung, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,

Manager.

VETARZO

Try this little bottle of VETARZO, the leading chemist of the world. It is a powerful and reliable remedy for all kinds of ailments. It is a powerful and reliable remedy for all kinds of ailments. It is a powerful and reliable remedy for all kinds of ailments.

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1850)
with which is affiliated
THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,500,000
RESERVE FUND ... 2,500,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPKIN,
Manager.
22, Des Vaux Road Central, Hongkong.

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE. LETTERS OF CREDIT. TRAVELERS CHECKS.

LETTERS OF CREDIT. STEAMSHIP PASSAGES. HOTEL RESERVATIONS. BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES. PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.
J. J. VANHEUCKE,
Manager.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 238. 2, Queen's Buildings.

SOLE AGENTS FOR
BELL'S UNITED ASBESTOS CO., LTD.
MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and
"Reefer" Packings.

Bell's Asbestos Compositions.

"Salamander" Engine & Cylinder Oils.

"Salamanderite" Jointing.

THE CHINA DISPENSARY

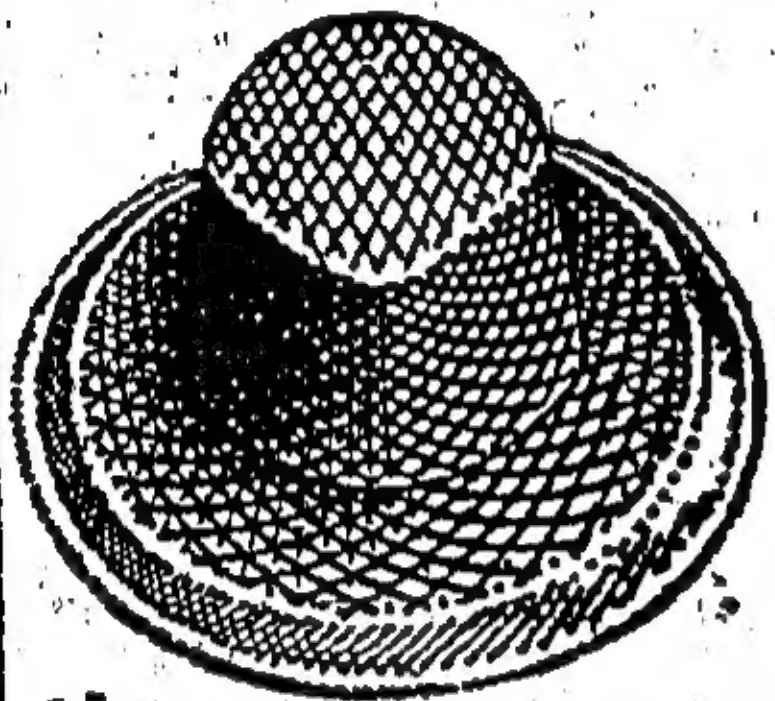
CHEMISTS & DRUGGISTS.

PERFUMERY, TOILET ARTICLES, PATENT MEDICINES
DRUGGISTS' SUNDRIES, Etc.

We ask you to compare Values.

82, QUEEN'S ROAD C.
PHONE 2598.

SALE NOW ON



A FRESH STOCK OF
MANILA HEMP HATS
FOR LADIES.

Latest Styles,
Various Colours and Shapes
AT LOWEST PRICES.

Come Now! Come Early!!
Don't Miss the Opportunity!!!

SWATOW DRAWN WORK CO.,
16, Des Vœux Road Central, Hongkong.
P. O. Box 445. Telephone No. 2860

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS. —

Length 787 Feet.
Length on Blocks 750 Feet
Dept. on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.),

TEL. ADDRESS: "TAIKOODOCK, HONGKONG." AGENTS.
TELEPHONE NO. 212. HONGKONG, CHINA & JAPAN.
CABLE FLAG: "C" OVER ANG. PENYANG.

MICHELIN

CUSHIONING CAPACITY



ENSURES

COMFORT

Sole Agents:

LEPACK CO., LTD.,
50-52, Queen's Rd. C.

SCOTTISH LETTER.

THE KING AND QUEEN AT
HOLYROOD.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 11th.

The King and Queen are on a week's visit to Holyrood, private and informal in character. Of necessity there are several official ceremonies—including such things as the handing over of the keys of the City of Edinburgh—but the prevailing note is one of personal loyalty and friendly satisfaction of curiosity. Their Majesties were welcomed back again to "hallowed ground" and to "their ain folk."

There was no military display down Edinburgh's famous route to the ancient "House of Kings" at Holyrood—unless one includes Girl Guides and Brownies under that category. No longer is it necessary or fit, as in the days when the Sixth James or the First Charles made their entries, after a lapse of years, into the Scottish Capital, to strew the Royal route with poetical hyperbole and panegyric and exuberant protestations of loyalty and veneration—to set up allegorical figures and devices of Peace, Religion, and Justice; to dial harangues in Greek, Latin, Hebrew, and Scots; as well as in English, into the Royal ears; and to set the city fountain flowing with wine. In place of these more or less forced products of fancy and imagination, the Edinburgh of today offers a tribute of genuine love, trust, and respect, founded on knowledge and tested in times both of war and of peace.

More than three hundred years have passed since Holyrood House ceased to be the permanent home of the Sovereigns of Scotland. The departure of the Court from Edinburgh was accompanied, as a contemporary diarist tells us, by "great lamentations and mourning among the common folk for the loss of their daily sight of their blessed Prince," and King James comforted his disconsolate subjects congregated in St. Giles Church, with the assurance that he would "come and visit his people and good subjects in Scotland every three years." That promise was not kept, and only a few successors "have looked it up." Indeed Holyrood Palace has been much improved since the days when Queen Victoria rather ostentatiously avoided it. Nothing was done in her time to improve the place and when King Edward and Queen Alexandra first visited Edinburgh, they stayed elsewhere, the sanitation of the Palace was considered doubtful. Since then, however, it has been put in habitable order.

DUDDINGSTON LOCH FOR THE NATION.

After several months' negotiation, the purchase of Duddingston Loch for the nation has at last been completed, and it will now round off the Royal Park of Holyrood. It is disclosed that the famous loch has become a public possession through the generous prompting of a native of the City of Edinburgh, Mr. W. H. Askew of Leith. To most of us, whether residents or strangers, Duddingston Loch has seemed as much a part of the Royal Park as Arthur Seat itself. Up till now, however, access to and use of it has been enjoyed, as it were, on sufferance, Duddingston and its loch have been the scenes of prehistoric battles, in more recent times of national events, and the resort of characters of national and world-wide fame. Nothing can take from the Loch the charm of its situation, immediately under the shadow of Arthur Seat and its crags; or the stream of legend that is poured into it from the Wells of Wearie; or the memories that cling to it of Mary Stuart and Prince Charles, of Walter Scott, the Ettrick Shepherd, Thomson of Duddingston, and a host of other celebrities who have trodden its banks. And by happy coincidence the negotiations which have been in progress for its purchase have been successfully concluded on the eve of a Royal Visit to the neighbouring Palace of Holyrood.

LORD DUNDIN TO RE-MARRY.

It is announced that Lord Dundin, Keeper of the Great Seal of Scotland, is to be married this week to Miss Pen. Bindley, who for seven years has been Director of Scottish Savings under the Treasury. The wedding, which is to take place at Lambeth Chapel, will be solemnised by the Archbishop of Canterbury. The bridegroom, who is in his 74th year, lost his first wife last December. Miss Bindley is 27 and is a native of Aberdeen. Her success as Director of Scottish Savings has been remarkable. In the seven years during which she has held the post she has been instrumental in raising the amount of savings from £200,000 to £13,000,000. Lord Dundin is well known as a golfer, having been captain of the Royal and Ancient, and at Harrow he was raucous champion. He was one of the judges in the Archdeacon Wakeford case, and acted as chairman last year of the Honours Commission. The late Lady Dundin was one of the eight handsome daughters of Admiral Sir William Edmonstone, Bart., and a sister of the Hon. Mrs. George Keppel. She married Lord Dundin when he was Mr. Graham Murray, and had just embarked on the career in which he was successively Solicitor-General for Scotland, Lord Advocate, Secretary for Scotland, Lord Justice General, and Lord of Appeal in Ordinary. There are three surviving children of the marriage—the heir, Major the Hon. Ronald Graham Murray and two daughters, one of whom is the widow of Major E. L. C. Feilden.

THE PRIME MINISTER AS A SCOT.

One does not naturally associate Mr. Baldwin with Scotland, and still less his first cousin, Mr. Rudyard Kipling, whose whole philosophy is almost aggressively English, although one finds traces of Scotsness in his complete comprehension of the immortal M'Andrews. But the fact remains that the great-grandfather of Mr. Baldwin and Mr. Kipling was a Scot, born and bred, and a Scot too with the fine Highland name of Macdonald. There is a tradition in the Prime Minister's family that a Macdonald ancestor had hoped to accompany a party of friends to Canada, but that, owing to the ill health of his wife, he gave up the idea and stopped short in Ireland, settling at Ballynamallard, near Enniskillen, where his son James, the Prime Minister's great-grandfather, was born. This James Macdonald came under the influence of Wesley, and his son was a great Wesleyan

preacher, and married a Miss Anne Browne, who, though born in Ireland was, mark you, of Scots origin. A son of this latter couple married a Welsh lady. Our present Mr. Baldwin, indeed, represents all parts of the United Kingdom and Ireland, so that Mr. Baldwin can claim, like Gladstone, an origin in many places, while we understand why Mr. Kipling, who was born in Bombay, is well fitted to speak for the Empire. An interesting light is thrown on the pride of the family in their Highland patronymic by the fact that Mr. Kipling on going out to see his uncle in Canada travelled under the name of "Macdonald" though the American reporters were quick to detect his disguise.

A SIAMSE PIPER.

At a bagpipe competition confined to West of Scotland school boys, the gold medal has been won by a Siamese boy named Lim-Kar-Talk, who is a pupil in Dolly Academy.

GENEROUS SCOTS.

St. Columba's, the Scottish Church in Post Street, W., again leads the list of Church collections for the Metropolitan Hospital Sunday Fund, so far as the results are known. This year £205 was sent to the Fund by the minister, the Rev. Dr. Fleming, which is more than the total sum collected by the next three highest churches on the list.

THE MORAY ESTATE.

One more great estate in Scotland has been included among the joint-stock companies. The capital is £211,500, and the leading subscriber is the Right Hon. Francis Douglas Stuart, Lord Donne, Kingsfarms Castle, Perthshire.

HONGKONG SHARE MARKET

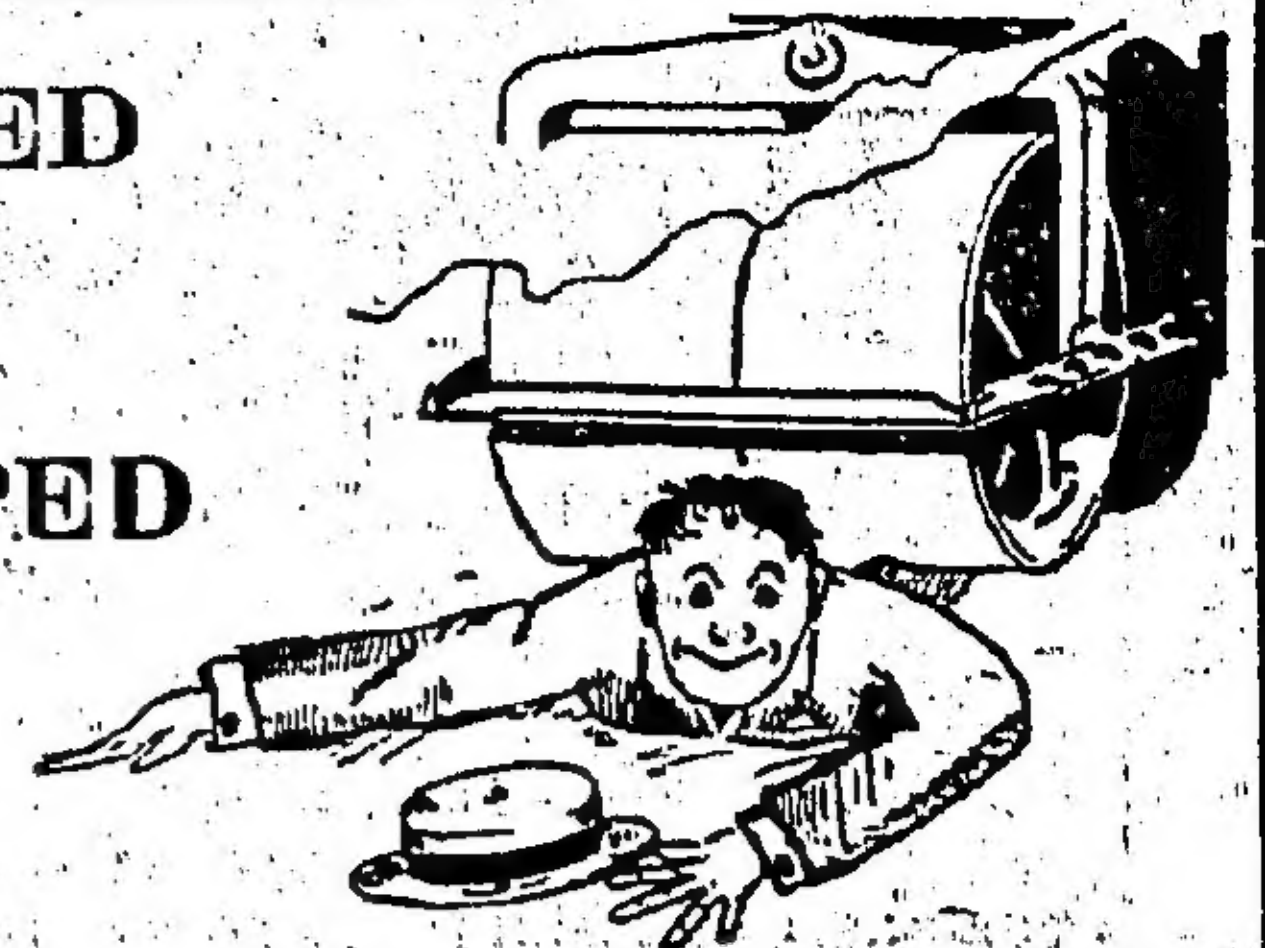
CLOSING QUOTATIONS.

August 16th, 1923.	
Hongkong and Shanghai	\$ 1,000 a.
Banks	\$ 229 b.
Union Insurance	\$ 412 b.
Steamboats	\$ 417 1/2 b.
China Sugars	\$ 158 1/2 b.
Kowloon Wharves	\$ 89 b.
Shanghai Docks	\$ 24.60 b.
Humphreys Estates	\$ 11.85 b.
Ewo Cotton Mills	\$ 252 b.
Cements	\$ 17 1/2 b.
Waterboats	\$ 21 b.
Watsons	\$ 14.95 a.
China Lights	

TO LET.

OFFICES IN UNION BUILDING—Four Rooms on Fifth Floor.
Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

PRESSED AND RE-SHAPED



IF YOUR SUMMER CLOTHES CANNOT BE WASHED.
WHY NOT HAVE THEM DRY-CLEANED.

DIRT, STAINS AND CREASES VANISH AS IF
BY MAGIC UNDER OUR PROCESSES. AND THE
ORIGINAL SHAPE AND SET IS RESTORED.

STEAM LAUNDRY CO.

HEAD OFFICE and WORKS YAU MATI, Tel. K 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C 1279.
62, Praya, East. Write or Phone
KOWLOON DEPOT, 19, Canton Road.
CANTON, 19, Shark Central East. for
PRICE-LIST.

W. P. SIMPSON

(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central.

2nd Floor.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Managing Director.

"ATLANTIDE"

"THE QUEEN OF ATLANTIS"

A FRENCH NATIONAL MASTERPIECE—GREAT SPECTACULAR 12-REEL DRAMA
THE WONDER PICTURE FOR EVERYBODY

IS HERE AGAIN.

FLYOSAN

No matter how agile or wary a fly or mosquito is, he cannot
get away from FLYOSAN.

FLYOSAN will keep your house free of flies and mosquitoes.

Obtainable at:—

A. S. Watson & Co., Ltd.

Queen's Dispensary.

Colonial Dispensary.

The China Dispensary.

The Edward Dispensary.

The Pharmacy.

THORNYCROFT

AND CO. LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basinstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVERS)
UP TO 50 KNOTS.

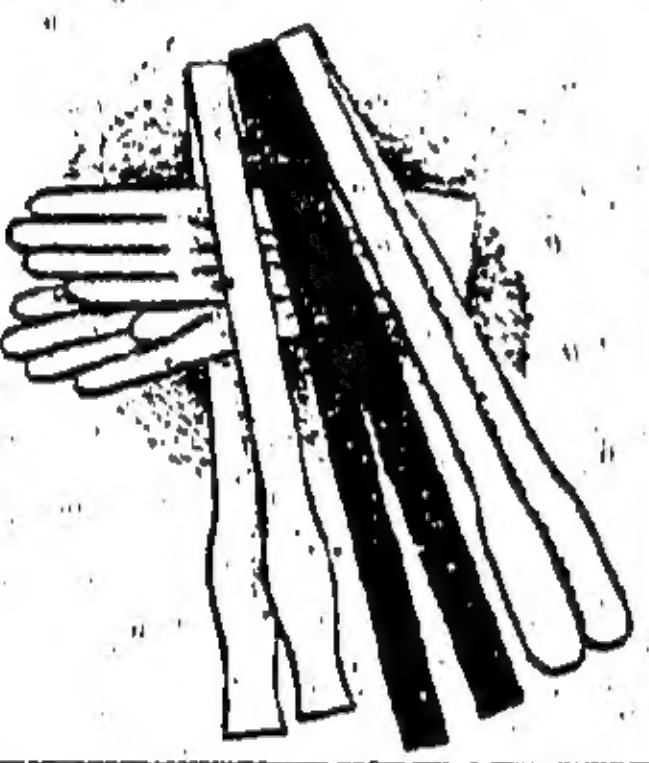
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For quotation, apply—

ROBERT DOLLAR BUILDING,
SHANGHAI.

Evening Dress Accessories



Black Ties in "Budd," "Tab," "Thistle,"
"Crescent" and "Batawing" Shapes ...
each \$1.50, \$1.75, \$2.00, \$2.50.

Silk Socks in extra heavy qualities
English make ... per pair \$7.50, \$10.50.
Lighter make ... per pair \$2.50.

Summit Quarter size Collars in all
Shapes ... per dozen \$7.00.

Dress Shirts with either pleated or
stiff fronts ... each \$8.50, \$8.50.

Handkerchiefs, Studs, Links, Shoes.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building.

Des Vaux Road.

PREPARE FOR THE WET WEATHER.

BUY ONE OF OUR
HIGH GRADE
RAIN COATS
they have

UNRIVALLED WEARING QUALITIES

PRICES TO SUIT ALL.

THE SINCERE CO., LTD.

WHITEAWAY'S SALE

SPECIAL BARGAINS

5,000
YARDS

SEE OUR SPECIAL WINDOW

NEW AND UP-TO-DATE CRETONNES.
BEAUTIFUL DESIGNS AND COLOURINGS.

SPECIAL SALE PRICES

90 cts. and \$1.00 yd.

VISIT OUR FIRST FLOOR SHOWROOM
AND INSPECT FULL RANGE.

THOUSANDS OF BARGAINS IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

EUROPEAN AND CASTE IN INDIA.

The *Englishman* (Calcutta) commenting on a letter from a correspondent attributing the apathy of Europeans towards Indian politics to the social cleavages in their ranks says: The European Association, we are told, does not represent Europeans as a whole. The official, professional and mercantile classes hold aloof from the trading, and other classes and Europeans as a whole do not "associate." So far as officials are concerned there have of late been signs of what our Indian friends would term "a change of heart." Times was not so long ago, when official Simla disdained the approaches of mercantile Calcutta. Indeed, one of the objects of the transfer of the capital to Delhi was to enable the Government to escape the pernicious influence exercised upon it by the merchants of Calcutta. On his last visit to this city, however, Lord Reading was good enough to express appreciation of the assistance his Government had derived from the co-operation of Calcutta's representatives and to encourage mercantile Calcutta to play a still greater part in politics. Lord Lytton, for his part, advised every mercantile firm to appoint a "political" Director. The Government, therefore, is no longer averse from the exercise of mercantile European influence in India. Moreover, the official world is now more inclined than hitherto to look benevolently upon the trading community. Has it not announced recently that if Mr. Smith and his wife desire to grace functions at Government House it will be pleased to have the pleasure of their company? In this respect, at least, no distinction will be made between the *burra sahibs* of Calcutta and Chowringhee. But this, of course, does not do away with the distinction between the communities themselves.

That a gentleman who sells articles by the pair should be looked down upon by the gentleman who sells them by the gross or who provides vessels for their export may be regarded as snobbish nowadays, but there was probably some reason for it in the past. It was naturally assumed that the retail trader had not enjoyed the social and other advantages that the wholesale merchant was able to afford. Neither he nor his children had had the advantage of a high class education, nor was his wife accustomed to "society." Even if they had been admitted to equality with the mercantile community they would have had little in common and both parties would probably have felt uncomfortable. After all, people are most at ease in their own environment, and until we are all educated to the same level, caste will have its advantages even in England. If Labour leaders are now admitted to Royal tables it is partly because they have learnt to eat peas with a fork and to carry their H's without dropping them! Retail dealers are not in the habit of associating socially with labourers. At the same time, it is natural in these days that the traders of Calcutta, who feel that they are not inferior, either socially or intellectually, to the mercantile community should resent the perpetuation of the old tradition which keeps them apart. It is doubtful, however, whether the distinction will survive much longer in India, where the course of events may compel Europeans of all classes to combine together for their mutual protection. Meanwhile, it is hardly fair to gird at the European Association which has recently shown its disinterestedness by assisting in preparing an electoral roll which includes many persons who are not members of the Association.

SHANGHAI TRADE.

Messrs. H. B. & Co.'s latest Piece Goods Market Report says:—
The disquieting rumours of impending war between the neighbouring provinces of Kiangsu and Chekiang have caused a severe depression on our market, and in spite of official denials from the respective Tughans of any intention to start hostilities, merchants are confining their business to the narrowest limits, and in consequence deliveries during the past week have shown a marked decline.

At the auctions, the quantities on offer were reduced, and this served to steady the prices, more particularly in the case of Greys, which showed some signs of recovery from their recent slump. A pleasing feature during the week has been the revival of enquiries from Szechuan, and nearly 3,000 packages are reported to have been bought for shipment to that market during next week.

The British Chamber of Commerce have now issued their returns of stocks of Piece Goods as on June 30th, and on comparing same with our figures, we find the usual discrepancies, due chiefly to differences in the classification of cloths. In the case of White Shirtings, the difference between our estimates is very considerable, and, what is worse, a certain difference is due to heavy arrivals during the last fortnight of June, which were not in time for inclusion in our figures. It is noteworthy that the stock of Whites based on the Chamber's estimate is 50 per cent. lower than the corresponding figure for last year.

AUSTRALIAN GROWER COTTON.

The Australian cotton crop this season will mean the distribution of over 21,000,000 ounces among the farmers and workers of Queensland, in addition to an indirect impetus to various industrial activities. The farmers who are growing cotton number approximately 12,000, compared with 1,000 last year, and the acreage under the plant is expected to be 80,000 or 90,000. The Cotton Export of the Queensland Department of Agriculture reports that practically all the samples of new season's cotton are clean, fine and of good strength. It is claimed by the Cotton Association that the season has proved that cotton will develop and flourish where other crops will fail.

IGNORING THE PUBLIC.

STRONG PROTEST BY STRAITS ASSOCIATION.

The following letter has been addressed to His Excellency the Governor of the Straits Settlements by the Committee of the Straits Settlements (Singapore) Association:—

Singapore, August 7th, 1933.
Your Excellency, My Committee have the honour to refer to the following official communiqué published in the local papers on July 12th:—

"The Government of the Straits Settlements with the concurrence of the unofficial members of council have decided to acquire the site for the new naval base at Singapore and to hand it over as a free gift to the Imperial Government."

The first public intimation of this matter was given by a Reuters telegram stating its announcement in the House of Commons, and the gift was made without the knowledge or approval of the public of the Colony.

This gift of public money has been made in an unconstitutional way, and does not assume the public character which it ought to bear. My Committee, while in no way opposing the principle of the gift, wish to protest strongly against the manner in which it has been made. They are of opinion that in a matter of such importance, full details of the proposal should have been submitted formally to the Legislative Council for public discussion, and that the Press of the Colony, the Chamber of Commerce, and the various public Associations should have had an opportunity of expressing their views before any decision was arrived at. The principle on which the question rests is the same as that which requires that the budget should be discussed publicly in the Legislative Council and my Committee regard a departure from it as a matter of great public concern.

I am directed to remind your Excellency that the procedure referred to above has been adopted by former Governors in connection with proposals which involved the extraordinary expenditure of large sums of the Colony's funds, in view of the fact that the Legislative Council, as then and as at present constituted, is not representative of the public of the Colony.

My Committee will be obliged if information can be supplied as to the amount involved.

I am to add that copies of this letter will be sent to the local press for publication.—I have the honour to be, Your Excellency's Obedient Servant,
STRAITS SETTLEMENTS (SINGAPORE) ASSOCIATION.
W. B. PEMMAN.

Hon. Secretary and Treasurer.

The *Straits Times* comments on the matter in the following terms:—"It is so much a pleasure to find His Excellency the Governor doing the right thing, that we forgive it being done in the wrong way. It may have been observed that we made no comment whatever on the announcement of the grant of land to the Imperial Government for the naval base. We felt that it was what ought to be done; we felt, also, that for the Governor and his personal nominees to do it in the name of the public, without so much as a casual request for public opinion, was to rob the gift of all gracefulness and to raise a delicate constitutional question. So we quite content in the protest made by the Straits Settlements Association, but we most deeply regret that it was necessary, and we hope very sincerely that the Imperial authorities will quite grasp the fact that ninety-nine per cent. of the local public would have appreciated greatly the privilege of being associated with the gift. It is their insulting exclusion from this privilege that they protest against and resent."

SALE OF BRITISH SHIPS TO JAPAN.

P. & O. AND E. I. STEAMERS.

Three British ships have been sold to Japanese shipping men in line with the policy of disposing of old craft displaced by new ones, states the *Japan Advertiser*. The British India (Apar) steamer *Culina* has been sold by that firm to a Japanese marine company in Yokohama according to the Yokohama representatives of this period. The reason given for the sale is that the British company is building new liners and is ridding itself of its older steamers. The *Culina* is of 6,152 tons gross and was built in 1907 at Dumbarton. She is 450 feet 5 inches long, 54 feet wide and 31.0 feet deep. She will be delivered to her new owners.

The Peninsular & Oriental steamer *Uganda*, which arrived at Yokohama a few days ago has been sold to the Asahi Steamship Company of Kobe and will be delivered to the new owners immediately. The reported price is £14,000. The *Banco* is one of the older ships of the P. & O. company and is being sold to make room for newer boats. The *Banco* is a steel ship 439 feet long, 51.7 feet wide and 29.1 feet deep. She was built at Sunderland in 1910. She is now en route to Kobe to be handed over to Japanese interests.

The British India (Apar) steamer *Graciosa* has been sold to the Hashimoto Steamship Company of Kobe and is to be handed over to those interests immediately. The reported price of sale is £11,500. This ship is now in European waters, but she will be brought to the Orient soon and upon her arrival here she will be taken charge of by the Kobe interests. The *Graciosa* is a steel steamer of 5,724 tons gross and was built in 1902 at Newcastle. She is 380.7 feet long, 48.3 feet wide and 24.4 feet deep. Calcutta is her home port.

AUSTRALIAN WOOL AND WHEAT FOR JAPAN.

Mr. Y. Ito who has taken over the management of the Mitsui Bussan Kaisha, Ltd., in Sydney, states that "Japan wants all the Australian wool and wheat it can get, because of its superiority over American produce."

THE TASK IN CHINA.

DR. SUN YAT SEN'S VIEWS.

The annual conference of "The National Students' Union" is being held at Canton at the High Normal College. It is attended by "representatives of the students' unions" of more than ten provinces, together with a large number of guests.

Dr. Sun Yat Sen attended the opening meeting and made a speech which is summarised by the *Canton Daily News* in the following terms:—

In the course of his speech, Dr. Sun declared that the two main questions which the students adopted for this year's Conference in Canton—Foreign Policy and Internal Policy—were side issues. Foreign Policy has reference to the abolition of unrecognised treaties, boycott of Japanese goods and the defeat of Imperialistic encroachment. Internal Policy is to work for the downfall of militarism.

According to Dr. Sun's opinion, all these are issues not important and do not touch the root of the present chaos in China. Dr. Sun declared that the cause of the present deplorable condition in the country is misadministration of government affairs. Diplomatic matters should be left aside for the present, and undivided attention should be devoted to the improvement of the Government, which can only be accomplished by Revolution.

People have the mistaken belief that the turmoil in the country for the last twelve years were brought about by Revolution. Dr. Sun believes that the majority of the people on account of their ignorance will denounce Revolution and welcome the Restoration of the Monarchy. But, in the case of scientific discoveries for instance only a few scientists work and slay in order to benefit mankind by the result of their discoveries. Hence, let the few enlightened men in China take the lead and work for a better government so that the masses can enjoy the blessing of real Democracy.

Many complained that Revolution is a hard task and the chances for success are slim, little knowing that great things have been accomplished in China and, without the people knowing it, success was attained. As, for instance, the 1911 Revolution. Wuhan was the place, least expected to make the start, for only a few men of the Imperial Army were won over to the Revolutionary cause. And yet, when their work with the revolutionists were discovered, these few men could not help but start the Revolution, little dreaming that it would be a success. The result was a success. Li Yuan Hung, an ex-Colonel and one of the few men on the list of revolutionists, believing that success had been attained was in hiding. He was dragged from under his bed to head the Revolutionary Army.

If there is a will, success is assured, said Dr. Sun. The sufferings and hardships we have to undergo during the Revolution are the stepping stone to success. It took America nearly twenty years to establish a stable government, counting the years of the Revolution up to the time that real peace and order were restored. France suffered more; it took her nearly ninety years, to have her house put in order. If everybody had worked for the Revolution with a will, success in the formation of a real Democratic Government in China would have been accomplished long ago.

In conclusion, the students were urged to ignore Foreign Policy and to concentrate their attention on the work of establishing a real Democratic Government in China by Revolution.

THE HEAT IN PEKING.

IS THE PANAMA CANAL TO BLAME?

MIDSUMMER MARRIAGE AND MADNESS.

Rodney Gilbert writing from Peking to the *N.C. Daily News* says:

There is much comment here this year among all classes of Chinese upon the insufferable character of the summer heat. The temperature has been lower than usual at this season, but with the heavy rainfall the air has a decidedly tropical feel and smell which the native northerners find almost unbearable. The streets of an evening are littered with thousands of half-dressed natives, trying to get a little air, and some sleep out in every alleyway. Tables at the restaurants on the Shih-Cha Hai in the North city, where convivial parties may overlook a row or so of Johnnies and imagine that the swamp air is wholesome, now cost \$12 an evening, while the mad shed too houses along the canals do a thriving business up to the unprecedented hour of midnight. One bright idea that has taken hold of the community is that China's climate has been undergoing a radical change since the opening of the Panama Canal. They say that the south gets colder winters and the north hotter summers because of this.

An example of the serio-comic incidents to which the midsummer heat leads, the Chinese papers have quoted the sad case of one Wang Chi-haiang, a copper smith outside the Chien Men who has involved himself in a lawsuit because, while recovering from a heat stroke, he married a girl betrothed to his nephew, while his fiancée was wedded to the nephew. Worse than this is likely to happen, with the Tien-tsin party fretting about its cut in the tea, if the weather does not improve according to traditional schedule towards the end of August.

A GIGANTIC OPIUM COMBINE

BIGGEST SMUGGLING ORGANIZATION YET DISCOVERED.

PROFITS RUNNING INTO MILLIONS.

The *N.C. Daily News* says it is able to state upon very reliable authority that details are coming to light of an opium smuggling combine working upon a huge scale, far wider than anything in its scope brought to the notice of the authorities for the past five or six years. It is alleged that a number of prominent Chinese officials are interested in the scheme, working in conjunction with a group of foreigners in the Settlement.

Since the establishment of the Anti-Opium Association feeble steps have been taken to suppress the opium evil. For some time past, however, the number of opium cases—smuggling, selling and smoking—as well as the quantities seized and burned have increased quite considerably; in fact, it might be said, quite enormously and alarmingly.

It was only recently that several fishing boats at Woosung were seized and, hidden on board, there was opium to the value, it is said, of more than a million dollars. These were detained for a short while, but later released and nothing further was heard of the case.

Again, only recently, not more than three weeks ago, we had occasion to report that a water police officer was concerned in the smuggling of the drug but, aside from his being dismissed from service and a couple of his subordinates transferred to other patrols, there was no punishment inflicted.

The criminal laws of China are strict enough, but evidently they are not enforced strongly enough. In fact, any law, court desirous of inflicting punishment is practically powerless here. If the laws were only properly enforced, we would certainly see less opium smuggling. In days gone by, the Chinese Government used to pay a certain percentage of the value of any opium seized to informers in case the information they gave proved to be correct and resulted in a seizure.

Opium smuggling is taking place under the very eyes of the Chinese authorities; in many cases it is going on with their knowledge and consent, as in the affair with which we are shortly to deal, but, as the Chinese say, they simply wink their eyes and turn their heads elsewhere.

FEES AND INSURANCE.

Information in our possession shows that an opium combine has been established, the purpose of which is to allow the smuggling of opium upon the payment of a "fee." This combine is stated to have among its members a large number of prominent, as well as smaller, Chinese military and police officials, civil officials, "drug investigation officers," Municipal and French Concession police, and loafers.

Aside from the "fee" they receive for allowing the landing of the opium, they carry on a form of insurance business, which guarantees to bring the opium safely to Shanghai and see that it is landed safely. Most of the drug, which comes from Yunnan, Fukien, Szechuan, Kweichow and Kwangtung, as well as other places, is rolled in balls of one or two pounds weight each. The insurance is set at \$1 per ounce of opium which they land, and the fee differs in various cases, the general average being between 50 cents and \$1 per ounce.

On January 10 of this year (the combine, we understand, has been operating for the last three or four years) it is stated that an official attempted to smuggle 300 boxes of opium into Woosung, but was detected by the agents of the combine. As the official had not previously arranged with the combine, his opium was seized. A fight was narrowly averted by a high military official and other "detectives" who came on the scene and acted as mediators. The result was that the official paid a high fee to have his opium handed back to him.

The result has been that smuggling is now being carried on on a larger scale than ever and it is reported that at Woosung alone, more than 1,000 cases are being landed monthly. Each chest has, on the average, 2,800 ounces of the drug. This at the rate of \$1 per ounce brings the combine \$2,800 on each case. Hence the lowest amount obtained monthly is \$24 millions, or nearly \$30 millions annually.

We understand that a large number of politicians have their eyes on the combine and are attempting to gain admittance in order, it is said, that they may get hold of the money and use it for stirring up trouble in China. Their aim, we learn on very good authority, is first to create a disturbance in the Yangtze Valley; after which, if they succeed, they will play the same charming game elsewhere.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China, located in 63, Queen's Road Central. Fitting glasses and testing the sight is their speciality. ADVZ.

LAUNCH OF THE S.S. "HANG CHEONG."

UNIQUE EVENT AT TAIKOO DOCKYARD.

HAPPY WEATHER OMENS.

Heavy rain beat on the decks of the S.S. *Hang Cheong* as she slid down the slipway at Taikoo Dockyard yesterday morning on the occasion of her launching. Then, as she hit the water and glided away from the land, the clouds broke a little, and gradually strengthening rays of sunshine lit the sea around, lending added colour to the sudden bunting flying over the ship. The courtesy thus shown by the elements was considered a happy omen both by the European builders and the Chinese owners alike.

The event was unique in the annals of the Taikoo Dockyard since the *Hang Cheong* is the first vessel to be launched from their yard which has been ordered by purely Chinese enterprise. Two more ships similarly ordered are soon to be commenced, and it is hoped that more orders will follow. The *Hang Cheong* was built under the instructions of the Yau Tak Steamship Company, of Macao, and she will ply between that Colony and Canton.

The vessel was launched by Mrs. James Reid, who, after pressing a button, broke the champagne bottle over the ship's bows in accordance with time-honoured custom. The boat took the water smoothly and gracefully, and, once well afloat in mid-stream, was taken in tow and tied alongside another section of the Yard. After the launching the guests were entertained to refreshments, speeches were made, and toasts drunk.

"MUCH WATER, MUCH MONEY." Mr. G. T. EDKINS, commenting on the weather, remarked that after all they had been praying for rain, and they could not have too much of a good thing. Also there were compensations. The Chinese had a saying, "much water, much money," so he trusted that in this case the rain augured well for the financial success of the *Hang Cheong*. And then with the launching of the ship the rain had cleared away—another good omen. The Company were very pleased to receive the order for the building of the vessel, coming as it did from a purely Chinese source. The owners were Chinese merchants, and they had shown their enterprise and ability in asking that the boat should be built on the best lines, and of the very best quality. These orders had been faithfully carried out. The quality was of the highest order—throughout—steel, timber, design, and fittings. He felt sure that she would stand comparison with any vessel of her class turned out in any part of the world. Mr. Edkins then proceeded to give the vessel's dimensions (which we print further on), and added that the *Hang Cheong* was up-to-date in every respect.

He went on to remark that the launching of the ship from the Taikoo Dock was another step in Anglo-Chinese co-operation—a cause they all sought to further in this Colony. "I now ask you to join me," said Mr. Edkins in conclusion, "in wishing a prosperous future to this new vessel, in its trade and in every other way, coupling with the toast the name of Mrs. Reid for so kindly and gracefully launching the boat."

The toast was drunk with enthusiasm, after which Mr. Edkins presented Mrs. Reid with a small souvenir of the occasion.

Mr. W. H. TONE, a partner in the firm of the Yau Tak Steamship Company, expressed his gratitude, and the gratitude of his Company to Mrs. Reid for launching their new boat. They had been told that this was the first time a purely Chinese enterprise had ordered a vessel from the Taikoo Dockyard, and he felt sure that the excellence of the product would have the effect of attracting other orders from among Chinese shipping companies. The Taikoo Dockyard had a reputation not only in the East, but all over the world. He firmly believed that the *Hang Cheong* would prove a credit to her builders. He gave the toast of the names of Mr. Reid, the Chief Manager, and of Mr. Greig, the Chief Engineer.

WANTED, A FLEET.

The toast having been drunk, Mr. Reid, replying on behalf of himself and his wife, said he had some difficulty in getting his wife to launch the vessel, and had succeeded by pointing out that this occasion was unique in its way, inasmuch as it was the first purely Chinese order for a ship the firm had received. They did appreciate the owners coming to the Taikoo Dockyard with their instructions, and they had put their best into the vessel. He hoped that this would lead to further orders from Chinese owners, and was glad to say that even now they had two more waiting. But he hoped the time would come when there would be a whole fleet of vessels coming and going in the Harbour with the Taikoo name-plate at both ends.

After a short interval, Mr. G. T. EDKINS arose and made a short speech, remarking on the presence of the Rev. Dr. Pearce. Dr. Pearce was, he thought, the oldest European resident in Hongkong. During the whole history of his life in the East he had been associated with the welfare of the Chinese, and had done an enormous amount of good among them. Dr. Pearce had informed him that this was the first launch he had ever witnessed, and this being the case they at Taikoo were more than pleased at the opportunity of being able to provide him with the experience. They were glad, too, to have him that day because he stood as a representative of the inherent friendship which existed between the British and the Chinese. He thought the reverend gentleman would, perhaps, be kind enough to address the Chinese present in their own language.

Before doing so Dr. PEARCE thanked Mr. Edkins for the kind expressions of goodwill to which he had given utterance, and remarked that the launching was an experience the memory of which he would carry with him for the rest of his life. He then proceeded to address the Chinese, an address which, presented in their own tongue evidently met with hearty approval.

Visitors were afterwards conducted over the works in the Dockyard.

Amongst those present at the launching were:—Mr. G. T. Edkins, Mr. G. M. Young, Mr. and Mrs. J. Reid, Mr. R. McGregor, Mr. D. Abney, Mr. K. E. Greig, Capt. Dillon, Mr. B. Tanner, Mr. and Mrs. J. B. Chapman, Mr. W. Lang, Mr. and Mrs. C. C. Nelson, Mr. T. S. Morrison, Mr. W. Russell, Mr. E. M. Sleigh, Mr. and Mrs. E. Cook, Mrs. Gray, Mr. and Mrs. A. Brosted, Dr. T. W. Pearce, Mr. and Mrs. H. Griffin, Capt. R. Hodgson, Mr. S. Couch, Mr. J. Pals and a large number of prominent Chinese residents.

THE VESSEL'S DIMENSIONS.

The *Hang Cheong* is a steel twin screw steamer, with turbine engines, and has been built for river work. Her length over-all is 188 feet, and she has a beam of 31 feet at deck, and a depth of 19 feet 3 inches. The hull is constructed of Siemens-Martin mild steel (tested to Lloyd's requirements), and has a straight stem, round stern with flat plate keel, and five water-tight bulkheads. The main deck, which is laid with teak planking, has sailors' and firemen's accommodation forward with the remainder of deck space for third class passengers and cargo, three hatches being arranged, two forward and one aft. The upper deck is also laid with teak planking, and has a large wooden deckhouse extending almost the full length of the vessel. The forward part of this deckhouse forms a handsome saloon. There are 12 staterooms aft for 1st class passengers. Accommodation for 2nd class and intermediate 2nd class passengers has been arranged aft of the first class space. On the boat deck there is a large deckhouse forward, containing the wheelhouse at the fore end, and the captain's and pilot's rooms. A 1st class saloon and staterooms occupy the remainder of this deckhouse. There are eight large airy state rooms, each having two cot berths, electric fan, and berth reading lamp, folding lavatory with hot and cold water service laid on, and each stateroom has two doors to give a through draft in hot water. A large deckhouse is arranged at the after end of the boat deck, having a private saloon and rooms for petty officers. All passengers spaces have a hot and cold water service laid on. A permanent awning extends the full length of the boat deck. Steam windlass with warping capstan is installed forward and one steam warping capstan aft. Steam steering gear is fitted in engine casing on boat deck with leads aft to quadrant.

There is a full equipment of life-saving apparatus, and the piracy convention requirements have been fulfilled. The machinery consists of two sets of triple-expansion engines, with one cylinder Scotch boiler, having a working pressure of 180 lbs. per square inch. A speed of 11 knots per hour is anticipated. Altogether in fact, the *Hang Cheong* is a splendid addition to the river class steamers in these waters.

BRIGANDAGE IN KWEICHOW.

A ROMAN CATHOLIC CATHEDRAL LOOTED.

The Roman Catholic Cathedral at Riliang, in the north-west of Kweichow province, has been looted by brigands and a Chinese priest and a friend have been taken captive. A correspondent of a Shanghai contemporary says: It is stated that the robbers released the latter, and told him to take "leg-bail" but he refused. He pointed out to his captors that his companion in distress was older and less likely to bear the strain of "living out" and asked permission to remain with the freebooters while Mr. Hu went free. His request did not meet with his favour and when he was told that his suggestion could not be accepted he immediately replied: "Then I will remain in custody with him in order that he may not be deprived of fellowship." Up to the time of writing there is no news of the gentlemen having been set at liberty. All efforts to trace their whereabouts have failed but rumour has it they are being well-treated.

THE ARMS ORDINANCE.

HINTS OF SMUGGLING ARMS ON LARGE SCALE.

REQUEST FOR BAIL REFUSED.

Yue Man Hon, aged 29 years, and described as the Assistant Comptroller of Messrs. Dodwell & Co., Ltd., was charged before Mr. O. D. Melbourne, yesterday, with having in his unlawful possession one Mauser pistol and one revolver.

Mr. T. H. King, Deputy Superintendent of Police, prosecuted and Mr. M. K. Lo appeared for the defence.

The defendant pleaded "Not guilty" and Mr. T. H. King asked for a week's remand.

The Magistrate: Now what about bail?

Mr. King: I am instructed to oppose bail.

Mr. Lo said that, as far as he was able to understand, there was only one charge against his client and that was unlawful possession of two fire arms. Without leaving any opening for Mr. King, he would like to point out that seeing there were no extraordinary or special circumstances he saw no reason why his Worship should not extend bail. It did not appear to be an extraordinarily serious case, and unless a perfectly good reason was forthcoming he did not understand why the privilege should not be given. There was only one point he wished to bring forward, if Mr. King was not going to set out any extraordinary or special circumstances. He thought he was justified in informing his Worship that the defendant was quite well known in the Colony and a very respectable man. He was employed as the Assistant Comptroller in Messrs. Dodwell & Co. and that was all the more reason why his Lordship should let his client out on bail, especially if the police were going to ask for a week's remand. That would entail considerable hardship on the defendant. There was no justification for a week's remand as the charge was only that of possession of two arms.

Mr. Melbourne referred Mr. Lo to Mr. King and these two gentlemen held a whispered conversation, at the end of which Mr. King said he had had a conversation with Mr. Lo and he again pointed out that he had been instructed to oppose bail at all costs on the ground that in the defendant's possession were found certain documents which were at present under examination by the Law Officers of the Crown and which might lead to further proceedings. These documents were concerned with dealings in arms running to lakhs of dollars. Until he had received further instructions he must oppose bail entirely.

Mr. Lo said that at the moment the only charge before the Court was that of one Mauser pistol and one revolver.

The Magistrate pointed out that the defendant was liable to a fine of \$1,000 and one year's imprisonment in addition. Mr. Lo, while agreeing, said there must be some principle on which his Worship had to decide matters of granting bail. It seemed quite clear that in the present case the charge so far only dealt with the possession of a Mauser pistol and a revolver. Mr. King had said that certain papers and documents were under consideration which might result in further charges being added, but he only mentioned the possibility of this, and at the moment the Court was only concerned with one charge—relating to one pistol and one revolver—and on that one charge he asked for bail. It was not sufficient for the prosecution to take into consideration extraneous circumstances which might possibly have no connection with the present charge. It was most unusual that the refusal of bail should be based only on the mere possibility of another charge being brought up. It was not suggested that the defendant took part in any armed robbery or even in a case concerning a dangerous project.

His Worship said he had refused bail before in such cases which had come before him and at the present moment it did not seem desirable that bail should be granted. If Mr. Lo wished, he could make an application for bail later. In the meantime he would grant a week's remand without bail.

The defendant was then remanded for one week.

SERIOUS CHARGE AGAINST CHINESE WOMAN.

Tao Sin Sang, a young Chinese woman of prepossessing appearance, was charged before Mr. Melbourne at the Magistrate's yesterday morning, with being an accessory to abetting or procuring certain persons to commit a robbery with violence on another woman whereby a quantity of jewellery was stolen. The defendant was brought to the Station by the complainant and arrested on her arrival there.

Sub-Inspector Reynolds prosecuted and asked for a week's formal remand. This was granted.

THE BANK LOAN CASE.

WHAT THE LAWYERS LIKE.

"If this case is to be spun out it will have to be adjourned." This remark was made in the Supreme Court, yesterday morning by the Chief Justice to Mr. Jenkin during the continued hearing of the case in which the Yik On Bank is claiming \$73,925.26 from a Chinese merchant named Yuen Hang Kiu, being money lent and interest due.

Mr. C. G. Alabaster, K.C. (instructed by Mr. M. M. Watson, of Messrs. Johnson, Stokes and Master), is appearing for the plaintiffs and Mr. F. C. Jenkin (instructed by Mr. G. K. Hall Brutton) for the defendant.

The plaintiffs' case is that the Bank advanced \$316,005 against a security in the form of shares in public companies; that the defendant failed to redeem the shares, which were sold for \$378,252.56. After this sum together with brokerage and stamp fees had been credited to the defendant, it was alleged the money mentioned in the claim still remained owing.

Cross-examining the manager of the plaintiff bank yesterday morning, Mr. Jenkin asked how a certain transaction was put through, and as the answer was not readily forthcoming Mr. Jenkin said: "Perhaps you could look it up during the week-end."

His Lordship, with some warmth, said: "An assurance was given to me that this case would not take more than two days. On that assurance, I agreed to take it yesterday. I was told in Chambers that the material parts of the defence were being dropped and that the issue would be quite simple. But for that assurance I should not have agreed to take the case yesterday. I have plenty of other work and there is a heavy criminal sessions next week. If this case is going to be spun out it will have to be adjourned."

Mr. Jenkin: I regret, my Lord, if I— His Lordship said he was not blaming Mr. Jenkin, who was not in Chambers when the assurance was given.

The case proceeded in the afternoon, and was adjourned.

ALLEGED SERIOUS CONSPIRACY.

AMMUNITION STOLEN FROM SHIP'S CARGO.

At the Magistrate's yesterday morning four Chinese appeared before Mr. J. B. Wood on a charge of conspiring to steal 8,452 rounds of Mauser ammunition from the S.S. *Farra* on the 13th inst.

Mr. T. H. King, Deputy Superintendent of Police, prosecuted, Mr. A. E. Hall appeared to defend the third defendant.

Outlining the case Mr. King said that on the night of the 13th inst. the S.S. *Farra* was lying alongside a wharf at the Kowloon Godown. She had on board amongst her cargo 50 cases of ammunition. All the cases were intact on the 12th inst. Early on the morning of the 13th inst. Sergt. Carey was on patrol in a sampan with four detectives. He came round the end of the wharf and his suspicions were aroused by another sampan lying alongside the wharf. He jumped on to the wharf and told his detectives to go to the sampan, where they found the fourth defendant. He had a flour bag tied round his waist and his sampan was concealed under the wharf. Sergt. Carey went on to the ship and found the second and third defendants sitting on two bales of cargo. On the deck were several flour bags filled with Mauser ammunition. He then made enquiries and went down into the ship's hold where the ammunition was stored. There he found the first defendant. He was employed on the ship as a watchman. There was also another man, but he escaped. The first defendant was sitting on a bale of cargo. On being told to get up, three or four rounds of ammunition and a clip for holding ammunition fell on to the floor of the hold. Several cases of ammunition were found to have been broken open. Standing close by a Norwegian Officer was seen.

Mr. King at this stage remarked that the ship had already sailed and was now out on the Pacific, and he did not know when she was likely to return. The Magistrate remarked that the larceny had not yet been completed and asked how many rounds were stolen. Mr. King replied that 100,000 rounds were missing, but the defendants were charged with conspiring to steal only 8,452 rounds, the amount found in the flour bags on the deck and recovered by the police.

Mr. King asked for a week's remand as he wished to investigate the case very carefully. He hinted that the form of the charge might be modified.

Mr. Hall asked for bail. This was opposed by Mr. King who said if bail was granted he would ask for it to be placed very high.

The first defendant was allowed out on bail of \$2,000 and the other three on bails of \$2,000 each.

The case was then remanded.



LINCOLN BENNETTS' HATS ARE HAND-MADE THROUGH-OUT AND ONLY BEST MATERIALS ARE USED.

WE HAVE JUST RECEIVED A LARGE SELECTION OF

FELT HATS. STRAW HATS. AND CAPS.



THE HALL MARK

LONDON FASHIONS IN MEN'S HEADWEAR HAVE FOR OVER A CENTURY BEEN CREATED BY—

LINCOLN BENNETT AND CO., LTD.

LANE, CRAWFORD, LTD.

SOLE AGENTS FOR HONGKONG.

COTYS'

Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA RECORDS

W. H. SQUIRE

(KING OF CELLISTS)

D1447	MENUETT (SCHERZO)	D.339	LOVE HERE IS MY HEART (ORIENTALE)
D1401	CHANSANELLE (TARANTELLA)	D1354	LARGHETTO (HARLEQUINADE)
D1372	DANSE RUSTIQUE (THE MERRY HARVESTER)	D1347	AMORETTE (GAYOTTE)

ANDERSON'S

TEL. C. 1322.

Powell Ltd.
TELEPHONE C. 346.

CHILDREN'S OUTFITTING

ALWAYS A LARGE AND VARIED ASSORTMENT OF CHILDREN'S WEAR

CHILDREN'S SHOES

IN WHITE, BLACK, BROWN. JUST RECEIVED.

SIZES - 3, 4, 5, 6, ONLY.

NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

OWING to the Wet State of the Course at HAPPY VALLEY, the Competitions for SUNDAY, 19th, are POSTPONED indefinitely.

PERCY SMITH, SETH & FLEMING,
1811

THE ROYAL HONGKONG GOLF CLUB.

OWING to the Heavy Rains, both Courses at FANLING are CLOSED until further Notice.

PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers.

WANCHAI WESLEYAN CHAPEL.

SPECIAL DEDICATION SERVICE.

THE Dedication of the New Baptismal Font erected to the Memory of the late Mrs. BONE (wife of the Rev. CHARLES BONE) will take place at the Sunday Evening Service at WANCHAI WESLEYAN CHAPEL, on SUNDAY Next.

Presenting: The Rev. E. DEWSTON, Chairman of the South China Wesleyan Mission District.

Special Singing by the Choir.

A Cordial Invitation is extended to all Friends.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID AND STRAITS.

THE Motor Vessel

"GLENSHANE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st August, 1923, at Noon, will be subject to test.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 20th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 15th August, 1923.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 55303 to 55332; Certificate No. 4917 for 25 Shares numbered 99851 to 99876; and Certificate No. 4920 for 8 Shares numbered 2402 to 2410 all registered in the Name of GEORGE HUYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 15th day of SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th August, 1923.

FURNISHED HOUSE TO LET.

TO BE LET, furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BAKER'S ROAD, near close to Train Station, with Tennis Court and Garden.

Apply Box B.C.D., c/o Hongkong Daily Press.

LAND AT KOWLOON, FOR SALE.

FOR SALE by Private Treaty, VALUABLE LAND AT KOWLOON, with Sea Frontage, having a Total Area of Upwards of 97,000 Square Feet.

For Particulars apply to JOHNSTON, STOKES & MASTER, Solicitors.

1177

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Gifts for the ANNUAL RACE MEETING, 1924, will find Lists posted at the Hongkong Club, Jockey Club Stables and Race Course.

ANNOUNCEMENT.

MESSRS. HOLYOX, MASSEY & CO., LTD., have this day been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his Headquarters in the Office of the Distributor, Queen's Buildings.

WESTINGHOUSE ELECTRIC INTERNATIONAL CO.,
E. L. McCLOSKEY,
Manager for China.

8th August, 1923.

THE HONGKONG HOPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.00) per share for accounts 1923 will be payable on THURSDAY, the 22nd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 22nd AUGUST, 1923, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

INTIMATIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of August, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of eight Lots of CROWN LAND at Stubbs' Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of sub.	Boundary Meas.	Cont. in square feet.	Annual Rental.	Upper Price.
1	Between Lot 1 and Lot 2, and between Lot 1 and Lot 3, and between Lot 1 and Lot 4, and between Lot 1 and Lot 5, and between Lot 1 and Lot 6, and between Lot 1 and Lot 7, and between Lot 1 and Lot 8, and between Lot 1 and Lot 9, and between Lot 1 and Lot 10, and between Lot 1 and Lot 11, and between Lot 1 and Lot 12, and between Lot 1 and Lot 13, and between Lot 1 and Lot 14, and between Lot 1 and Lot 15, and between Lot 1 and Lot 16, and between Lot 1 and Lot 17, and between Lot 1 and Lot 18, and between Lot 1 and Lot 19, and between Lot 1 and Lot 20, and between Lot 1 and Lot 21, and between Lot 1 and Lot 22, and between Lot 1 and Lot 23, and between Lot 1 and Lot 24, and between Lot 1 and Lot 25, and between Lot 1 and Lot 26, and between Lot 1 and Lot 27, and between Lot 1 and Lot 28, and between Lot 1 and Lot 29, and between Lot 1 and Lot 30, and between Lot 1 and Lot 31, and between Lot 1 and Lot 32, and between Lot 1 and Lot 33, and between Lot 1 and Lot 34, and between Lot 1 and Lot 35, and between Lot 1 and Lot 36, and between Lot 1 and Lot 37, and between Lot 1 and Lot 38, and between Lot 1 and Lot 39, and between Lot 1 and Lot 40, and between Lot 1 and Lot 41, and between Lot 1 and Lot 42, and between Lot 1 and Lot 43, and between Lot 1 and Lot 44, and between Lot 1 and Lot 45, and between Lot 1 and Lot 46, and between Lot 1 and Lot 47, and between Lot 1 and Lot 48, and between Lot 1 and Lot 49, and between Lot 1 and Lot 50, and between Lot 1 and Lot 51, and between Lot 1 and Lot 52, and between Lot 1 and Lot 53, and between Lot 1 and Lot 54, and between Lot 1 and Lot 55, and between Lot 1 and Lot 56, and between Lot 1 and Lot 57, and between Lot 1 and Lot 58, and between Lot 1 and Lot 59, and between Lot 1 and Lot 60, and between Lot 1 and Lot 61, and between Lot 1 and Lot 62, and between Lot 1 and Lot 63, and between Lot 1 and Lot 64, and between Lot 1 and Lot 65, and between Lot 1 and Lot 66, and between Lot 1 and Lot 67, and between Lot 1 and Lot 68, and between Lot 1 and Lot 69, and between Lot 1 and Lot 70, and between Lot 1 and Lot 71, and between Lot 1 and Lot 72, and between Lot 1 and Lot 73, and between Lot 1 and Lot 74, and between Lot 1 and Lot 75, and between Lot 1 and Lot 76, and between Lot 1 and Lot 77, and between Lot 1 and Lot 78, and between Lot 1 and Lot 79, and between Lot 1 and Lot 80, and between Lot 1 and Lot 81, and between Lot 1 and Lot 82, and between Lot 1 and Lot 83, and between Lot 1 and Lot 84, and between Lot 1 and Lot 85, and between Lot 1 and Lot 86, and between Lot 1 and Lot 87, and between Lot 1 and Lot 88, and between Lot 1 and Lot 89, and between Lot 1 and Lot 90, and between Lot 1 and Lot 91, and between Lot 1 and Lot 92, and between Lot 1 and Lot 93, and between Lot 1 and Lot 94, and between Lot 1 and Lot 95, and between Lot 1 and Lot 96, and between Lot 1 and Lot 97, and between Lot 1 and Lot 98, and between Lot 1 and Lot 99, and between Lot 1 and Lot 100, and between Lot 1 and Lot 101, and between Lot 1 and Lot 102, and between Lot 1 and Lot 103, and between Lot 1 and Lot 104, and between Lot 1 and Lot 105, and between Lot 1 and Lot 106, and between Lot 1 and Lot 107, and between Lot 1 and Lot 108, and between Lot 1 and Lot 109, and between Lot 1 and Lot 110, and between Lot 1 and Lot 111, and between Lot 1 and Lot 112, and between Lot 1 and Lot 113, and between Lot 1 and Lot 114, and between Lot 1 and Lot 115, and between Lot 1 and Lot 116, and between Lot 1 and Lot 117, and between Lot 1 and Lot 118, and between Lot 1 and Lot 119, and between Lot 1 and Lot 120, and between Lot 1 and Lot 121, and between Lot 1 and Lot 122, and between Lot 1 and Lot 123, and between Lot 1 and Lot 124, and between Lot 1 and Lot 125, and between Lot 1 and Lot 126, and between Lot 1 and Lot 127, and between Lot 1 and Lot 128, and between Lot 1 and Lot 129, and between Lot 1 and Lot 130, and between Lot 1 and Lot 131, and between Lot 1 and Lot 132, and between Lot 1 and Lot 133, and between Lot 1 and Lot 134, and between Lot 1 and Lot 135, and between Lot 1 and Lot 136, and between Lot 1 and Lot 137, and between Lot 1 and Lot 138, and between Lot 1 and Lot 139, and between Lot 1 and Lot 140, and between Lot 1 and Lot 141, and between Lot 1 and Lot 142, and between Lot 1 and Lot 143, and between Lot 1 and Lot 144, and between Lot 1 and Lot 145, and between Lot 1 and Lot 146, and between Lot 1 and Lot 147, and between Lot 1 and Lot 148, and between Lot 1 and Lot 149, and between Lot 1 and Lot 150, and between Lot 1 and Lot 151, and between Lot 1 and Lot 152, and between Lot 1 and Lot 153, and between Lot 1 and Lot 154, and between Lot 1 and Lot 155, and between Lot 1 and Lot 156, and between Lot 1 and Lot 157, and between Lot 1 and Lot 158, and between Lot 1 and Lot 159, and between Lot 1 and Lot 160, and between Lot 1 and Lot 161, and between Lot 1 and Lot 162, and between Lot 1 and Lot 163, and between Lot 1 and Lot 164, and between Lot 1 and Lot 165, and between Lot 1 and Lot 166, and between Lot 1 and Lot 167, and between Lot 1 and Lot 168, and between Lot 1 and Lot 169, and between Lot 1 and Lot 170, and between Lot 1 and Lot 171, and between Lot 1 and Lot 172, and between Lot 1 and Lot 173, and between Lot 1 and Lot 174, and between Lot 1 and Lot 175, and between Lot 1 and Lot 176, and between Lot 1 and Lot 177, and between Lot 1 and Lot 178, and between Lot 1 and Lot 179, and between Lot 1 and Lot 180, and between Lot 1 and Lot 181, and between Lot 1 and Lot 182, and between Lot 1 and Lot 183, and between Lot 1 and Lot 184, and between Lot 1 and Lot 185, and between Lot 1 and Lot 186, and between Lot 1 and Lot 187, and between Lot 1 and Lot 188, and between Lot 1 and Lot 189, and between Lot 1 and Lot 190, and between Lot 1 and Lot 191, and between Lot 1 and Lot 192, and between Lot 1 and Lot 193, and between Lot 1 and Lot 194, and between Lot 1 and Lot 195, and between Lot 1 and Lot 196, and between Lot 1 and Lot 197, and between Lot 1 and Lot 198, and between Lot 1 and Lot 199, and between Lot 1 and Lot 200, and between Lot 1 and Lot 201, and between Lot 1 and Lot 202, and between Lot 1 and Lot 203, and between Lot 1 and Lot 204, and between Lot 1 and Lot 205, and between Lot 1 and Lot 206, and between Lot 1 and Lot 207, and between Lot 1 and Lot 208, and between Lot 1 and Lot 209, and between Lot 1 and Lot 210, and between Lot 1 and Lot 211, and between Lot 1 and Lot 212, and between Lot 1 and Lot 213, and between Lot 1 and Lot 214, and between Lot 1 and Lot 215, and between Lot 1 and Lot 216, and between Lot 1 and Lot 217, and between Lot 1 and Lot 218, and between Lot 1 and Lot 219, and between Lot 1 and Lot 220, and between Lot 1 and Lot 221, and between Lot 1 and Lot 222, and between Lot 1 and Lot 223, and between Lot 1 and Lot 224, and between Lot 1 and Lot 225, and between Lot 1 and Lot 226, and between Lot 1 and Lot 227, and between Lot 1 and Lot 228, and between Lot 1 and Lot 229, and between Lot 1 and Lot 230, and between Lot 1 and Lot 231, and between Lot 1 and Lot 232, and between Lot 1 and Lot 233, and between Lot 1 and Lot 234, and between Lot 1 and Lot 235, and between Lot 1 and Lot 236, and between Lot 1 and Lot 237, and between Lot 1 and Lot 238, and between Lot 1 and Lot 239, and between Lot 1 and Lot 240, and between Lot 1 and Lot 241, and between Lot 1 and Lot 242, and between Lot 1 and Lot 243, and between Lot 1 and Lot 244, and between Lot 1 and Lot 245, and between Lot 1 and Lot 246, and between Lot 1 and Lot 247, and between Lot 1 and Lot 248, and between Lot 1 and Lot 249, and between Lot 1 and Lot 250, and between Lot 1 and Lot 251, and between Lot 1 and Lot 252, and between Lot 1 and Lot 253, and between Lot 1 and Lot 254, and between Lot 1 and Lot 255, and between Lot 1 and Lot 256, and between Lot 1 and Lot 257, and between Lot 1 and Lot 258, and between Lot 1 and Lot 259, and between Lot 1 and Lot 260, and between Lot 1 and Lot 261, and between Lot 1 and Lot 262, and between Lot 1 and Lot 263, and between Lot 1 and Lot 264, and between Lot 1 and Lot 265, and between Lot 1 and Lot 266, and between Lot 1 and Lot 267, and between Lot 1 and Lot 268, and between Lot 1 and Lot 269, and between Lot 1 and Lot 270, and between Lot 1 and Lot 271, and between Lot 1 and Lot 272, and between Lot 1 and Lot 273, and between Lot 1 and Lot 274, and between Lot 1 and Lot 275, and between Lot 1 and Lot 276, and between Lot 1 and Lot 277, and between Lot 1 and Lot 278, and between Lot 1 and Lot 279, and between Lot 1 and Lot 280, and between Lot 1 and Lot 281, and between Lot 1 and Lot 282, and between Lot 1 and Lot 283, and between Lot 1 and Lot 284, and between Lot 1 and Lot 285, and between Lot 1 and Lot 286, and between Lot 1 and Lot 287, and between Lot 1 and Lot 288, and between Lot 1 and Lot 289, and between Lot 1 and Lot 290, and between Lot 1 and Lot 291, and between Lot 1 and Lot 292, and between Lot 1 and Lot 293, and between Lot 1 and Lot 294, and between Lot 1 and Lot 295, and between Lot 1 and Lot 296, and between Lot 1 and Lot 297, and between Lot 1 and Lot 298, and between Lot 1 and Lot 299, and between Lot 1 and Lot 300, and between Lot 1 and Lot 301, and between Lot 1 and Lot 302, and between Lot 1 and Lot 303, and between Lot 1 and Lot 304, and between Lot 1 and Lot 305, and between Lot 1 and Lot 306, and between Lot 1 and Lot 307, and between Lot 1 and Lot 308, and between Lot 1 and Lot 309, and between Lot 1 and Lot 310, and between Lot 1 and Lot 311, and between Lot 1 and Lot 312, and between Lot 1 and Lot 313, and between Lot 1 and Lot 314, and between Lot 1 and Lot 315, and between Lot 1 and Lot 316, and between Lot 1 and Lot 317, and between Lot 1 and Lot 318, and between Lot 1 and Lot 319, and between Lot 1 and Lot 320, and between Lot 1 and Lot 321, and between Lot 1 and Lot 322, and between Lot 1 and Lot 323, and between Lot 1 and Lot 324, and between Lot 1 and Lot 325, and between Lot 1 and Lot 326, and between Lot 1 and Lot 327, and between Lot 1 and Lot 328, and between Lot 1 and Lot 329, and between Lot 1 and Lot 330, and between Lot 1 and Lot 331, and between Lot 1 and Lot 332, and between Lot 1 and Lot 333, and between Lot 1 and Lot 334, and between Lot 1 and Lot 335, and between Lot 1 and Lot 336, and between Lot 1 and Lot 337, and between Lot 1 and Lot 338, and between Lot 1 and Lot 339, and between Lot 1 and Lot 340, and between Lot 1 and Lot 341, and between Lot 1 and Lot 342, and between Lot 1 and Lot 343, and between Lot 1 and Lot 344, and between Lot 1 and Lot 345, and between Lot 1 and Lot 346, and between Lot 1 and Lot 347, and between Lot 1 and Lot 348, and between Lot 1 and Lot 349, and between Lot 1 and Lot 350, and between Lot 1 and Lot 351, and between Lot 1 and Lot 352, and between Lot 1 and Lot 353, and between Lot 1 and Lot 354, and between Lot 1 and Lot 355, and between Lot 1 and Lot 356, and between Lot 1 and Lot 357, and between Lot 1 and Lot 358, and between Lot 1 and Lot 359, and between Lot 1 and Lot 360, and between Lot 1 and Lot 361, and between Lot 1 and Lot 362, and between Lot 1 and Lot 363, and between Lot 1 and Lot 364, and between Lot 1 and Lot 365, and between Lot 1 and Lot 366, and between Lot 1 and Lot 367, and between Lot 1 and Lot 368, and between Lot 1 and Lot 369, and between Lot 1 and Lot 370, and between Lot 1 and Lot 371, and between Lot 1 and Lot 372, and between Lot 1 and Lot 373, and between Lot 1 and Lot 374, and between Lot 1 and Lot 375, and between Lot 1 and Lot 376, and between Lot 1 and Lot 377, and between Lot 1 and Lot 378, and between Lot 1 and Lot 379, and between Lot 1 and Lot 380, and between Lot 1 and Lot 381, and between Lot 1 and Lot 382, and between Lot 1 and Lot 383, and between Lot 1 and Lot 384, and between Lot 1 and Lot 385, and between Lot 1 and Lot 386, and between Lot 1 and Lot 387, and between Lot 1 and Lot 388, and between Lot 1 and Lot 389, and between Lot 1 and Lot 390, and between Lot 1 and Lot 391, and between Lot 1 and Lot 392, and between Lot 1 and Lot 393, and between Lot 1 and Lot 394, and between Lot 1 and Lot 395, and between Lot 1 and Lot 396, and between Lot 1 and Lot 397, and between Lot 1 and Lot 398, and between Lot 1 and Lot 399, and between Lot 1 and Lot 400, and between Lot 1 and Lot 401, and between Lot 1 and Lot 402, and between Lot 1 and Lot 403, and between Lot 1 and Lot 404, and between Lot 1 and Lot 405, and between Lot 1 and Lot 406, and between Lot 1 and Lot 407, and between Lot 1 and Lot 408, and between Lot 1 and Lot 409, and between Lot 1 and Lot 410, and between Lot 1 and Lot 411, and between Lot 1 and Lot 412, and between Lot 1 and Lot 413, and between Lot 1 and Lot 414, and between Lot 1 and Lot 415, and between Lot 1 and Lot 416, and between Lot 1 and Lot 417, and between Lot 1 and Lot 418, and between Lot 1 and Lot 419, and between Lot 1 and Lot 420, and between Lot 1 and Lot 421, and between Lot 1 and Lot 422, and between Lot 1 and Lot 423, and between Lot 1 and Lot 424, and between Lot 1 and Lot 425, and between Lot 1 and Lot 426, and between Lot 1 and Lot 427, and between Lot 1 and Lot 428, and between Lot 1 and Lot 429, and between Lot 1 and Lot 430, and between Lot 1 and Lot 431, and between Lot 1 and Lot 432, and between Lot 1 and Lot 433, and between Lot 1 and Lot 434, and between Lot 1 and Lot 435, and between Lot 1 and Lot 436, and between Lot 1 and Lot 437, and between Lot 1 and Lot 438, and between Lot 1 and Lot 439, and between Lot 1 and Lot 440, and between Lot 1 and Lot 441, and between Lot 1 and Lot 442, and between Lot 1 and Lot 443, and between Lot 1 and Lot 444, and between Lot 1 and Lot 445, and between Lot 1 and Lot 446, and between Lot 1 and Lot 447, and between Lot 1 and Lot 448, and between Lot 1 and Lot 449, and between Lot 1 and Lot 450, and between Lot 1 and Lot 451, and between Lot 1 and Lot 452, and between Lot 1 and Lot 453, and between Lot 1 and Lot 454, and between Lot 1 and Lot 455, and between Lot 1 and Lot 456, and between Lot 1 and Lot 457, and between Lot 1 and Lot 458, and between Lot 1 and Lot 459, and between Lot 1 and Lot 460, and between Lot 1 and Lot 461, and between Lot 1 and Lot 462, and between Lot 1 and Lot 463, and between Lot 1 and Lot 464, and between Lot 1 and Lot 465, and between Lot 1 and Lot 466, and between Lot 1 and Lot 467, and between Lot 1 and Lot 468, and between Lot 1 and Lot 469, and between Lot 1 and Lot 470, and between Lot 1 and Lot 471, and between Lot 1 and Lot 472, and between Lot 1 and Lot 473, and between Lot 1 and Lot 474, and between Lot 1 and Lot 475, and between Lot 1 and Lot 476, and between Lot 1 and Lot 477, and between Lot 1 and Lot 478, and between Lot 1 and Lot 479, and between Lot 1 and Lot 480, and between Lot 1 and Lot 481, and between Lot 1 and Lot 482, and between Lot 1 and Lot 483, and between Lot 1 and Lot 484, and between Lot 1 and Lot 485, and between Lot 1 and Lot 486, and between Lot 1 and Lot 487, and between Lot 1 and Lot 488, and between Lot 1 and Lot 489, and between Lot 1 and Lot 490, and between Lot 1 and Lot 491, and between Lot 1 and Lot 492, and between Lot 1 and Lot 493, and between Lot 1 and Lot 494, and between Lot 1 and Lot 495, and between Lot 1 and Lot 496, and between Lot 1 and Lot 497, and between Lot 1 and Lot 498, and between Lot 1 and Lot 499, and between Lot 1 and Lot 500, and between Lot 1 and Lot 501, and between Lot 1 and Lot 502, and between Lot 1 and Lot 503, and between Lot 1 and Lot 504, and between Lot 1 and Lot 505, and between Lot 1 and Lot 506, and between Lot 1 and Lot 507, and between Lot 1 and Lot 508, and between Lot 1 and Lot 509, and between Lot 1 and Lot 510, and between Lot 1 and Lot 511, and between Lot 1 and Lot 512, and between Lot 1 and Lot 513, and between Lot 1 and Lot 514, and between Lot 1 and Lot 515, and between Lot 1 and Lot 516, and between Lot 1 and Lot 517, and between Lot 1 and Lot 518, and between Lot 1 and Lot 519, and between Lot 1 and Lot 520, and between Lot 1 and Lot 521, and between Lot 1 and Lot 522, and between Lot 1 and Lot 523, and between Lot 1 and Lot 524, and between Lot 1 and Lot 525, and between Lot 1 and Lot 526, and between Lot 1 and Lot 527, and between Lot 1 and Lot 528, and between Lot 1 and Lot 529, and between Lot 1 and Lot 530, and between Lot 1 and Lot 531, and between Lot 1 and Lot 532, and between Lot 1 and Lot 533, and between Lot 1 and Lot 534, and between Lot 1 and Lot 535, and between Lot 1 and Lot 536, and between Lot 1 and Lot 537, and between Lot 1 and Lot 538, and between Lot 1 and Lot 539, and between Lot 1 and Lot 540, and between Lot 1 and Lot 541, and between Lot 1 and Lot 542, and between Lot 1 and Lot 543, and between Lot 1 and Lot 544, and between Lot 1 and Lot 545, and between Lot 1 and Lot 546, and between Lot 1 and Lot 547, and between Lot 1 and Lot 548, and between Lot 1 and Lot 549, and between Lot 1 and Lot 550, and between Lot 1 and Lot 551, and between Lot 1 and Lot 552, and between Lot 1 and Lot 553, and between Lot 1 and Lot 554, and between Lot 1 and Lot 555, and between Lot 1 and Lot 556, and between Lot 1 and Lot 557, and between Lot 1 and Lot 558, and between Lot 1 and Lot 559, and between Lot 1 and Lot 560, and between Lot 1 and Lot 561, and between Lot 1 and Lot 562, and between Lot 1 and Lot 563, and between Lot 1 and Lot 564, and between Lot 1 and Lot 565, and between Lot 1 and Lot 566, and between Lot 1 and Lot 567, and between Lot 1 and Lot 568, and between Lot 1 and Lot 569, and between Lot 1 and Lot 570, and between Lot 1 and Lot 571, and between Lot 1 and Lot 572, and between Lot 1 and Lot 573, and between Lot 1 and Lot 574, and between Lot 1 and Lot 575, and between Lot 1 and Lot 576, and between Lot 1 and Lot 577, and between Lot 1 and Lot 578, and between Lot 1 and Lot 579, and between Lot 1 and Lot 580, and between Lot 1 and Lot 581, and between Lot 1 and Lot 582, and between Lot 1 and Lot 583, and between Lot 1 and Lot 584, and between Lot 1 and Lot 585, and between Lot 1 and Lot 586, and between Lot 1 and Lot 587, and between Lot 1 and Lot 588, and between Lot 1 and Lot 589, and between Lot 1 and Lot 590, and between Lot 1 and Lot 591, and between Lot 1 and Lot 592, and between Lot 1 and Lot 593, and between Lot 1 and Lot 594, and between Lot 1 and Lot 595, and between Lot 1 and Lot 596, and between Lot 1 and Lot 597, and between Lot 1 and Lot 598, and between Lot 1 and Lot 599, and between Lot 1 and Lot 600, and between Lot 1 and Lot 601, and between Lot 1 and Lot 602, and between Lot 1 and Lot 603, and between Lot 1 and Lot 604, and between Lot 1 and Lot 605, and between Lot 1 and Lot 606, and between Lot 1 and Lot 607, and between Lot 1 and Lot 608, and between Lot 1 and Lot 609, and between Lot 1 and Lot 610, and between Lot 1 and Lot 611, and between Lot 1 and Lot 612, and between Lot 1 and Lot 613, and between Lot 1 and Lot 614, and between Lot 1 and Lot 615, and between Lot 1 and Lot 616, and between Lot 1 and Lot 617, and between Lot 1 and Lot 618, and between Lot 1 and Lot 619, and between Lot 1 and Lot 620, and between Lot 1 and Lot 621, and between Lot 1 and Lot 622, and between Lot 1 and Lot 623, and between Lot 1 and Lot 624, and between Lot 1 and Lot 625, and between Lot 1 and Lot 626, and between Lot 1 and Lot 627, and between Lot 1 and Lot 628, and between Lot 1 and Lot 629, and between Lot 1 and Lot 630, and between Lot 1 and Lot 631, and between Lot 1 and Lot 632, and between Lot 1 and Lot 633, and between Lot 1 and Lot 634, and between Lot 1 and Lot 635, and between Lot 1 and Lot 636, and between Lot 1 and Lot 637, and between Lot 1 and Lot 638, and between Lot 1 and Lot 639, and between Lot 1 and Lot 640, and between Lot 1 and Lot 641, and between Lot 1 and Lot 642, and between Lot 1 and Lot 643, and between Lot 1 and Lot 644, and between Lot 1 and Lot 645, and between Lot 1 and Lot 646, and between Lot 1 and Lot 647, and between Lot 1 and Lot 648, and between Lot 1 and Lot 649, and between Lot 1 and Lot 650, and between Lot 1 and Lot 651, and between Lot 1 and Lot 652, and between Lot 1 and Lot 653, and between Lot 1 and Lot 654, and between Lot 1 and Lot 655, and between Lot 1 and Lot 656, and between Lot 1 and Lot 657, and between Lot 1 and Lot 658, and between Lot 1 and Lot 659, and between Lot 1 and Lot 660, and between Lot 1 and Lot 661, and between Lot 1 and Lot 662, and between Lot 1 and Lot 663, and between Lot 1 and Lot 664, and between Lot 1 and Lot 665, and between Lot 1 and Lot 666, and between Lot 1 and Lot 667, and between Lot 1 and Lot 668, and between Lot 1 and Lot 669, and between Lot 1 and Lot 670, and between Lot 1 and Lot 671, and between Lot 1 and Lot 672, and between Lot 1 and Lot 673, and between Lot 1 and Lot 674, and between Lot 1 and Lot 675, and between Lot 1 and Lot 676, and between Lot 1 and Lot 677, and between Lot 1 and Lot 678, and between Lot 1 and Lot 679, and between Lot 1 and Lot 680, and between Lot 1 and Lot 681, and between Lot 1 and Lot 682, and between Lot 1 and Lot 683, and between Lot 1 and Lot 684, and between Lot 1 and Lot 685, and between Lot 1 and Lot 686, and between Lot 1 and Lot 687, and between Lot 1 and Lot 688, and between Lot 1 and Lot 689, and between Lot 1 and Lot 690, and between Lot 1 and Lot 691, and between Lot 1 and Lot 692, and between Lot 1 and Lot 693, and between Lot 1 and Lot 694, and between Lot 1 and Lot 695, and between Lot 1 and Lot 696, and between Lot 1 and Lot 697, and between Lot 1 and Lot 698, and between Lot 1 and Lot 699, and between Lot 1 and Lot 700, and between Lot 1 and Lot 701, and between Lot 1 and Lot 702, and between Lot 1 and Lot 703, and between Lot 1 and Lot 704, and between Lot 1 and Lot 705, and between Lot 1 and Lot 706, and between Lot 1 and Lot 707, and between Lot 1 and Lot 708, and between Lot 1 and Lot 709, and between Lot 1 and Lot 710, and between Lot 1 and Lot 711, and between Lot 1 and Lot 712, and between Lot 1 and Lot 713, and between Lot 1 and Lot 714, and between Lot 1 and Lot 715, and between Lot 1 and Lot 716, and between Lot 1 and Lot 717, and between Lot 1 and Lot 718, and between Lot 1 and Lot 719, and between Lot 1 and Lot 720, and between Lot 1 and Lot 721, and between Lot 1 and Lot 722, and between Lot 1 and Lot 723, and between Lot 1 and Lot 724, and between Lot 1 and Lot 725, and between Lot 1 and Lot 726, and between Lot 1 and Lot 727, and between Lot 1 and Lot 728, and between Lot 1 and Lot 729, and between Lot 1 and Lot 730, and between Lot 1 and Lot 731, and between Lot 1 and Lot 732, and between Lot 1 and Lot 733, and between Lot 1 and Lot 734, and between Lot 1 and Lot 735, and between Lot 1 and Lot 736, and between Lot 1 and Lot 737, and between Lot 1 and Lot 738, and between Lot 1 and Lot 739, and between Lot 1 and Lot 740, and between Lot 1 and Lot 741, and between Lot 1 and Lot 742, and between Lot 1 and Lot 743, and between Lot 1 and Lot 744, and between Lot 1 and Lot 745, and between Lot 1 and Lot 746, and between Lot 1 and Lot 747, and between Lot 1 and Lot 748, and between Lot 1 and Lot 749, and between Lot 1 and Lot 750, and between Lot 1 and Lot 751, and between Lot 1 and Lot 752, and between Lot 1 and Lot 753, and between Lot 1 and Lot 754, and between Lot 1 and Lot 755, and between Lot 1 and Lot 756, and between Lot 1 and Lot 757, and between Lot 1 and Lot 758, and between Lot 1 and Lot 759, and between Lot 1 and Lot 760, and between Lot 1 and Lot 761, and between Lot 1 and Lot 762, and between Lot 1 and Lot 763, and between Lot 1 and Lot 764, and between Lot 1 and Lot 765, and between Lot 1 and Lot 766, and between Lot 1 and Lot 767, and between Lot 1 and Lot 768, and between Lot 1 and Lot 769, and between Lot 1 and Lot 770, and between Lot 1 and Lot 771, and between Lot 1 and Lot 772, and between Lot 1 and Lot 773, and between Lot 1 and Lot 774, and between Lot 1 and Lot 775, and between Lot 1 and Lot 776, and between Lot 1 and Lot 777, and between Lot 1 and Lot 778, and between Lot 1 and Lot 779, and between Lot 1 and Lot 780, and between Lot 1 and Lot 781, and between Lot 1 and Lot 782, and between Lot 1 and Lot 783, and between Lot 1 and Lot 784, and between Lot 1 and Lot 785, and between Lot 1 and Lot 786, and between Lot 1 and Lot 787, and between Lot 1 and Lot 788, and between Lot 1 and Lot 789, and between Lot 1 and Lot 790, and between Lot 1 and Lot 791, and between Lot 1 and Lot 792, and between Lot 1 and Lot 793, and between Lot 1 and Lot 794, and between Lot 1 and Lot 795, and between Lot 1 and Lot 796, and between Lot 1 and Lot 797, and between Lot 1 and Lot 798, and between Lot 1 and Lot 799, and between Lot 1 and Lot 800, and between Lot 1 and Lot 801, and between Lot 1 and Lot 802, and between Lot 1 and Lot 803, and between Lot 1 and Lot 804, and between Lot 1 and Lot 805, and between Lot 1 and Lot 806, and between Lot 1 and Lot 807, and between Lot 1 and Lot 808, and between Lot 1 and Lot 809, and between Lot 1 and Lot 810, and between Lot 1 and Lot 811, and between Lot 1 and Lot 812, and between Lot 1 and Lot 813, and between Lot 1 and Lot 814, and between Lot 1 and Lot 815, and between Lot 1 and Lot 816, and between Lot 1 and Lot 817, and between Lot 1 and Lot 818, and between Lot 1 and Lot 819, and between Lot 1 and Lot 820, and between Lot 1 and Lot 821, and between Lot 1 and Lot 822, and between Lot 1 and Lot 823, and between Lot 1 and Lot 824, and between Lot 1 and Lot 825, and between Lot 1 and Lot 826, and between Lot 1 and Lot 827, and between Lot 1 and Lot 828, and between Lot 1 and Lot 829, and between Lot 1 and Lot 830, and between Lot 1 and Lot 831, and between Lot 1 and Lot 832, and between Lot 1 and Lot 833, and between Lot 1 and Lot 834, and between Lot 1 and Lot 835, and between Lot 1 and Lot 836, and between Lot 1 and Lot 837, and between Lot 1 and Lot 838, and between Lot 1 and Lot 839, and between Lot 1 and Lot 840, and between Lot 1 and Lot 841, and between Lot 1 and Lot 842, and between Lot 1 and Lot 843, and between Lot 1 and Lot 844, and between Lot 1 and Lot 845, and between Lot 1 and Lot 846, and between Lot 1 and Lot 847, and between Lot 1 and Lot 848, and between Lot 1 and Lot 849, and between Lot 1 and Lot 850, and between Lot 1 and Lot 851, and between Lot 1 and Lot 852, and between Lot 1 and Lot 853, and between Lot 1 and Lot 854, and between Lot 1 and Lot 855, and between Lot 1 and Lot 856, and between Lot 1 and Lot 857, and between Lot 1 and Lot 858, and between Lot 1 and Lot 859, and between Lot 1 and Lot 860, and between Lot 1 and Lot 861, and between Lot 1 and Lot 862, and between Lot 1 and Lot 863, and between Lot 1 and Lot 864, and between Lot 1 and Lot 865, and between Lot 1 and Lot 866, and between Lot 1 and Lot 867, and between Lot 1 and Lot 868, and between Lot 1 and Lot 869, and between Lot 1 and Lot 870, and between Lot 1 and Lot 871, and between Lot 1 and Lot 872, and between Lot 1 and Lot 873, and between Lot 1 and Lot 874, and between Lot 1 and Lot 875, and between Lot 1 and Lot 876, and between Lot 1 and Lot 877, and between Lot 1 and Lot 878, and between Lot 1 and Lot 879, and between Lot 1 and Lot 880, and between Lot 1 and Lot 881, and between Lot 1 and Lot 882, and between Lot 1 and Lot 883, and between Lot 1 and Lot 884, and between Lot 1 and Lot 885, and between Lot 1 and Lot 886, and between Lot 1 and Lot 887, and between Lot 1 and Lot 888, and between Lot 1 and Lot 889, and between Lot 1 and Lot 890, and between Lot 1 and Lot 891, and between Lot 1 and Lot 892, and between Lot 1 and Lot 893, and between Lot 1 and Lot 894, and between Lot 1 and Lot 895, and between Lot 1 and Lot 896, and between Lot 1 and Lot 897, and between Lot 1 and Lot 898, and between Lot 1 and Lot 899, and between Lot 1 and Lot 900, and between Lot 1 and Lot 901, and between Lot 1 and Lot 902, and between Lot 1 and Lot 903, and between Lot 1 and Lot 904, and between Lot 1 and Lot 905, and between Lot 1 and Lot 906, and between Lot 1 and Lot 907, and between Lot 1 and Lot 908, and between Lot 1 and Lot 909, and between Lot 1 and Lot 910, and between Lot 1 and Lot 911, and between Lot 1 and Lot 912, and between Lot 1 and Lot 913, and between Lot 1 and Lot 914, and between Lot 1 and Lot 915, and between Lot 1 and Lot 916, and between Lot 1 and Lot 917, and between Lot 1 and Lot 918, and between Lot 1 and Lot 919, and between Lot 1 and Lot 920, and between Lot 1 and Lot 921, and between Lot 1 and Lot 922, and between Lot 1 and Lot 923, and between Lot 1 and Lot 924, and between Lot 1 and Lot 925, and between Lot 1 and Lot 926, and between Lot 1 and Lot 927, and between Lot 1 and Lot 928, and between Lot 1 and Lot 929, and between Lot 1 and Lot 930, and between Lot 1 and Lot 931, and between Lot 1 and Lot 932, and between Lot 1 and Lot 933, and between Lot 1 and Lot 934, and between Lot 1 and Lot 935, and between Lot 1 and Lot 936, and between Lot 1 and Lot 937, and between Lot 1 and Lot 938, and between Lot 1 and Lot 939, and between Lot 1 and Lot 940, and between Lot 1 and Lot 941, and between Lot 1 and Lot 942, and between Lot 1 and Lot 943, and between Lot 1 and Lot 944, and between Lot 1 and Lot 945, and between Lot 1 and Lot 946, and between Lot 1 and Lot 947, and between Lot 1 and Lot 948, and between Lot 1 and Lot 949, and between Lot 1 and Lot 950, and between Lot 1 and Lot 951, and between Lot 1 and Lot 952, and between Lot 1 and Lot 953, and between Lot 1 and Lot 954, and between Lot 1 and Lot 955, and between Lot 1 and Lot 956, and between Lot 1 and Lot 957, and between Lot 1 and Lot 958, and between Lot 1 and Lot 959, and between Lot 1 and Lot 960, and between Lot 1 and Lot 961, and between Lot 1 and Lot 962, and between Lot 1 and Lot 963, and between Lot 1 and Lot 964, and between Lot 1 and Lot 965, and between Lot 1 and Lot 966, and between Lot 1 and Lot 967, and between Lot 1 and Lot 968, and between Lot 1 and Lot 969, and between Lot 1 and Lot 970, and between Lot 1 and Lot 971, and between Lot 1 and Lot 972, and between Lot 1 and Lot 973, and between Lot 1 and Lot 974, and between Lot 1 and Lot 975, and between Lot 1 and Lot 976, and between Lot 1 and Lot 977, and between Lot 1 and Lot 978, and between Lot 1 and Lot 979, and between Lot 1 and Lot 980, and between Lot 1 and Lot 981, and between Lot 1 and Lot 982, and between Lot 1 and Lot 983, and between Lot 1 and Lot 984, and between Lot 1 and Lot 985, and between Lot 1 and Lot 986, and between Lot 1 and Lot 987, and between Lot 1 and Lot 988, and between Lot 1 and Lot 989, and between Lot 1 and Lot 990, and between Lot 1 and Lot 991, and between Lot 1 and Lot 992, and between Lot 1 and Lot 993, and between Lot 1 and Lot 994, and between Lot 1 and Lot 995, and between Lot 1 and Lot 996, and between Lot 1 and Lot 997, and between Lot 1 and Lot 998, and between Lot 1 and Lot 999, and between Lot 1 and Lot 1000, and between Lot 1 and Lot 1001, and between Lot 1 and Lot 1002, and between Lot 1 and Lot 1003, and between Lot 1 and Lot 1004, and between Lot 1 and Lot 1005, and between Lot 1 and Lot 1006, and between Lot 1 and Lot 1007, and between Lot 1 and Lot 1008, and between Lot 1 and Lot 1009, and between Lot 1 and Lot 1010, and between Lot 1 and Lot 1011, and between Lot 1 and Lot 1012, and between Lot 1 and Lot 1013, and between Lot 1 and Lot 1014, and between Lot 1 and Lot 1015, and between Lot 1 and Lot 1016, and between Lot 1 and Lot 1017, and between Lot 1 and Lot 1018, and between Lot 1 and Lot 1019, and between Lot 1 and Lot 1020, and between Lot 1 and Lot 1021, and between Lot 1 and Lot 1022, and between Lot 1 and Lot 1023, and between Lot 1 and Lot 1024, and between Lot 1 and Lot 1025, and between Lot 1 and Lot 1026, and between Lot 1 and Lot 1027, and between Lot 1 and Lot 1028, and between Lot 1 and Lot 1029, and between Lot 1 and Lot 1030, and between Lot 1 and Lot 1031, and between Lot 1 and Lot 1032, and between Lot 1 and Lot 1033, and between Lot 1 and Lot 1034, and between Lot			

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

ELLIS ISLAND SCANDAL.

BRITISH AMBASSADOR ON
"DIABOLIC" CONDITIONS.

LONDON, August 16th.

An outspoken account by Sir Auckland Geddes on the conditions obtaining at Ellis Island is published in the form of a White Paper. The Ambassador's general criticism is that the place is too small, and what additional space is available is useless because it is not ventilated. He says the officials deserve credit for what they do achieve, but, still, detention on the island must be a hateful experience for all of its sensibility. Immigrants are handled in wire cages, like prisoners, but this is almost inevitable, though strongly resented by persons of refinement.

Owing to chronic dirt, the place is pervaded by a flat stale smell, quite distinct from the pungent odour of unwashed humanity. Both are met at Ellis Island. It took Sir Auckland thirty-six hours, after leaving the island, to get rid of the aroma which "flavoured everything I ate or drank."

The very heart of the tragedy of Ellis Island is in a room of the temporary detained. Such detentions are nobody's fault and are unavoidable unless immigrants are finally approved for admission before they leave their own land. In practice, the present detention arrangement, pending the hearing appeal against deportation is diabolic.

STRIKES IN GERMANY.

SITUATION STILL PRECARIOUS.

BERLIN, August 15th.

While the Communist strikes in Berlin are at an end, the situation in the provinces is still precarious, though a collapse of the Communist general strike design is shortly to be expected.

Leipzig, Halle, Teutschenthal, Helldorf and Arnstadt are among the places where there has been fighting between the Communists and Nationalists, and the Communists and Police, resulting in many casualties.

Order was restored at Hanover after five had been killed and 50 injured.

The Communists failed in an attempt to seize Zeitz. The troops who were in occupation intervened in order to rescue the police.

At Herne the populace has been overawed by a mob of looters.

Work is at a standstill in Hamburg and Stettin owing to a strike of the dockers.

ZEITZ PRISON STORMED.

BERLIN, August 15th.

A message from Halle states that a mob stormed the gaol at Zeitz, smashed the doors, opened the cells and liberated all the prisoners.

STEAMER SUNK AT LIVERPOOL.

CUT IN HALF WHILE LEAVING DOCK.

LONDON, August 15th.

The 400-ton steamer *Douglas*, when emerging from the dock at Liverpool, collided with the steamer *Artemis* from Southampton. The *Douglas* was cut in half and sank in a few minutes.

The crew and passengers were saved, one person being injured.

INDIAN WHEAT FORECAST.

CALCUTTA, August 15.

The final wheat forecast for all India is 20,835,000 acres, calculated to yield 2,391,000 tons.

EARLIER CABLES.

ELECTIONS IN IRELAND.

REVOLVERS USED AT MEETING.

LONDON, August 15th.

Eight were wounded in a fight at an election meeting at Killybegs, on the Clarendon border, in which revolvers were used.

LATEST CABLES.

GERMAN REPARATIONS.
FRENCH PRESS ADOPTS MORE MODERATE TONE.

PARIS, August 15th.

There is a much quieter tone in French comments in consequence of the announcement that a detailed reply to the British Note will be shortly issued.

The newspapers dwell on the necessity for preserving the Entente, and now express appreciation of the British desire for an agreement. They declare that there is but a small difference between the sum asked by the British and what is due to them under the Spa percentage. This fact should facilitate an understanding.

NO MODIFICATION OF AMERICA'S ATTITUDE.

WASHINGTON, August 15th.

High authorities have expressed surprise regarding the despatches from London, indicating that there is an impression abroad that there has been some modification of the American attitude towards the reparations question. It is pointed out that the statement made on behalf of President Coolidge on August 14th completely reaffirmed the late President Harding's policy.

It is authoritatively declared that the apparent feeling in London, that a welcome change had occurred in the attitude of the Washington Government, is altogether too optimistic. It is pointed out that nothing was said on behalf of Mr. Coolidge indicating the slightest departure from Mr. Hughes's statement, made at New Haven in December.

The American viewpoint will not be determined until the plans abroad have been matured. Any suggestions to the contrary are wholly baseless.

[A Reuter's message, published yesterday, stated:—"It is authoritatively stated that so far as Marquess Curzon's reparations plan accords with Mr. Hughes's suggestion, the Government is ready to play its part in a fresh determination of the economic conditions in Germany. Mr. Coolidge's administration adheres to the tradition which was laid down in a speech by Mr. Hughes in December. The Government does not see that the way is open to offer any direct aid in the present crisis, but will readily respond to any appeal for aid from abroad, where help can be given with due regard to the interests of the American people." The President does not see any occasion to call a special session of Congress before the regular December session.]

EARLIER CABLES.

SOUTH AFRICA'S SYMPATHY WITH GREAT BRITAIN.

BLOEMFONTEIN, August 15th.

In a speech, General Smuts, the Premier, referring to the Ruhr, appealed to South Africa to stand in sympathy with Great Britain in her effort to save Europe from destruction. He exhorted all the nations to rally round Great Britain in order to avert a world-wide disaster. The position was grave beyond words. If America saw that the European nations would support Great Britain, he believed that America would again rush in and save the break-up of Europe, the consequences of which would not be wiped out for a century.

U.S. PROHIBITION LAW.

WASHINGTON, August 15th.

It is announced that the general policy of the Government against seizing rum-runners outside the three-mile limit will not be changed as the result of the *Marion* decision yesterday.

The Treasury officials state that the decision of the Supreme Court should be awaited before operations are extended beyond territorial waters.

KEMMERER PIT DISASTER.

35 BODIES RECOVERED.

KEMMERER, August 15th.

Ninety-five bodies have been brought up, and also a number of survivors.

GERMAN INTERNAL GOLD LOAN.

BERLIN, August 15th.

The Reichstag adopted the Bill providing for the issue of an internal gold loan.

WHOLESALE PRICES LEVEL.

LONDON, August 15th.

The general level of wholesale prices in Great Britain fell 1.5 per cent. in July.

DE VALERA CAPTURED.
SURRENDERED TO FREE STATE TROOPS.

LONDON, August 15th.

De Valera settled all doubts whether he would participate in the election by making his promised appearance at an open-air meeting at Ennis this afternoon.

He drove up in an open car undisturbed, and was wildly welcomed by the 1,500 people present.

De Valera surrendered to the troops, who walked him off to the barracks.

LATER.

Shortly after De Valera began his speech the crowd became consternated by the appearance of a detachment of Free State troops in an armoured car.

The troops surrounded the platform, when the crowd shouted "Up De Valera!"

De Valera made a gesture towards the military, afterwards, collapsing on the platform, which was crowded.

The troops fired in the air and a panic ensued, the crowd believing that De Valera had been shot, but he rose and walked down the steps, when he was surrounded by troops and marched off.

After it transpired that five were injured in the shooting stampede.

AFTER HIDING FOR 13 MONTHS.

LATER.

De Valera, who had been hiding for thirteen months, was reported at various times to be in many parts of Ireland, including Dublin, but it was popularly supposed that his headquarters were in Limerick. He had been interviewed and had regularly presided over the second Dail, but the meetings were always held in secret, and to-day was his first official public reappearance.

LATER.

It appears that De Valera's collapse on the platform was due to fainting as the result probably of a kick during the stampede.

Only a priest and two women and children accompanied the prisoner, who was pale and trembling but with head erect, to the barracks gates.

Two wounded men were subsequently treated in hospital. Ten other persons, including a nine-month-old baby, were treated for cuts and bruises.

There is a strong local feeling that his arrest will assist in De Valera's election.

AN OFFICIAL STATEMENT.

DUBLIN, August 15th.

An official statement says that De Valera's share of the responsibility for all that has happened in Ireland since the treaty was signed has never been in doubt.

De Valera now tries to shelter himself behind a political campaign, but he must take his place with his associates and dupes until such time as he and the others can be released without injury to the public safety.

UNITED STATES AND MEXICO.

AGREEMENT REGARDING DIPLOMATIC RELATIONS.

MEXICO CITY, August 15th.

The records of the conference between representatives of the United States and Mexico, embodying an agreement designed to enable the resumption of diplomatic relations, were signed this afternoon.

U.S. AMBASSADOR TO BE APPOINTED SHORTLY.

LATER.

The negotiations lasted for thirteen weeks, the United States representatives departing for Washington immediately in order to submit the records to the administration.

It is believed that Mexico's interpretation of her subsil, petroleum and agrarian legislation will be acceptable to the United States, and the appointment of an American Ambassador to Mexico will not be long delayed.

FOOTBALL.

HONGKONG CHINESE - SYDNEY METROPOLIS.

SYDNEY, August 15th.

In the football match between Sydney Metropolis and the team of Chinese players from Hongkong, the former won by four goals to two.

SCOTTISH LEAGUE.

LONDON, August 15th.

The match between Clyde and Airdrie ended in a draw of one goal each.

YACHTING.

BRITAIN WINS BRITISH-AMERICAN CUP.

LONDON, August 15th.

At the Ryde regatta, Great Britain won the British-American Cup, with 120 points to 80.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PAN-PACIFIC CONFERENCE.

NO OVERFLOW OF JAVANESE POPULATION.

MELBOURNE, August 15th.

Speaking at the Pan-Pacific Science Congress, Dr. Van Lubbertain, representing the Dutch East Indies, declared that despite the great increase in the population of Java during the past century, Australia need not fear an overflow of Javanese, who are a home-loving people. He mentioned that the Dutch Government's greatest difficulty had been in inducing part of the surplus population to settle in the fertile valleys of Sumatra and Borneo.

DISASTROUS TIDAL WAVES IN KOREA.

OVER 1,000 DEAD.

SEOUL, August 15th.

Disastrous tidal waves on the north-west coast of Korea swept away hundreds of houses, damaged shipping and hundreds of lives were lost.

The latest but unconfirmed reports state that there are over 1,000 dead.

LINCHENG NOTE.

WAICHAOPU'S DECISIONS.

PEKING, August 15th.

A meeting was held at the Waichiaopu yesterday, when certain decisions relative to the Lincheng Note were reached for submission to the Cabinet as follows:—

- 1.—Acceptance of the demands for compensation;
- 2.—The dismissal of the named officials to be postponed for consideration with the local authorities;
- 3.—The Government to do their utmost to prevent a recurrence of such an outrage;
- 4.—That foreign supervision of the railway police guards be not accorded to, as it is an infringement of the sovereignty of China.

THE THREATENED WAR.

REPLY TO 'POWERS' NOTE.

PEKING, August 15th.

The Cabinet, yesterday, discussed the Note from the Powers with reference to the threatened Chekiang-Kiangsu war, and decided to inform the Powers that there was no danger of such an outbreak.

DUTCH EAST INDIES.

INCREASED FOREIGN INTEREST.

THE HAGUE, August 15th.

The annual report of the Java Bank refers to the increasing interest of foreign business men in the Dutch East Indies, mentioning particularly the purchase of 35,000 acres of mostly cultivated land by a British concern. The report says that while separation of the currency of the Indies from the currency of Holland is desirable, it would not be in favour of Holland, because it would lead to the increased financing of Dutch East Indian produce by London and New York.

[FROM THE "DAILY BULLETIN"]

VISCOUNT TAJIRI KILLED.

TOKYO, August 15th.

Viscount Tajiri, a former Mayor of Tokyo, is dead as the result of an accidental fall downstairs at his residence.

STEAMER "FEIYING" ATTACKED.

FUKIEN NAVAL AUTHORITIES EXTRAORDINARY BEHAVIOUR.

SHANGHAI, August 15th.

Four passengers on board the steamer *Feiyung* were killed and 12 injured and over 200 imprisoned for three days by the Fukien naval authorities when the ship passed Amoy recently, according to a report filed by the victims with the Fukien Guild.

The report states that a launch approached the ship near Kingmen and scores of sailors boarded her.

Shots were fired without any warning and all the passengers' valuables were looted.

The prisoners were formerly under the command of Yang Ti Chun, who is directly under the command of Admiral Tu Shih Kwei.

One passenger was arrested and shot without trial.

The Guild, yesterday, demanded a thorough investigation by the Navy Ministry and Admiral Tu Shih Kwei.

EXECUTION OF BANDITS.

BY BRIGADIER-GENERAL THE EX-CHIEF OF LINCHENG BANDITS.

SHANGHAI, August 15th.

The China Press learns that 14 bandits were executed by General Sun Mei Yao, the ex-bandit chief at Pao-tseu, owing to trouble they had caused in the Tso-chung coal mining centre, where General Sun Mei Yao and his brigade are stationed, following protests by two German engineers, the only foreigners at Tso-chung, against the continual depredations on the mine by the soldier-bandits.

AHEAD OF THE MAIL.

[SUPPLEMENTARY WIRE FROM INDIAN EXCHANGE.]

COTTON GROWING.

LONDON, July 23rd.

Mr. Hylop Bell, in a letter to the *Daily Telegraph*, drawing attention to the desirability of the encouragement of Empire cotton-growing, points to the spectacular increase in Japan's demands for raw cotton. He says that last year they absorbed nearly 70 per cent. of Indian exported cotton, whereas the United Kingdom only took nine per cent. Japan has now turned her attention to buying cotton from Uganda. Mr. Hylop Bell considers that it should be stipulated that Government support for the improvement of cotton crops in the Colonies should be accompanied by a proviso that the exported crop should first go to satisfy British requirements.

AIR LINES TO INDIA.

LONDON, July 23rd.

The Government are commencing the building of a fleet of airships for the Imperial service. Commander Burney, interviewed, said that each airship would be 700 feet long and 110 feet wide and would be capable of carrying from 120 to 150 passengers to Bombay in five days. Their fuel capacity would be sufficient to enable the journey from England to be accomplished without a stop. Each sleeping cabin would contain dressing and writing tables and toilet facilities. Sixty people could be accommodated at one time in the lounge, which would be arranged in Pullman style. Electric cooking arrangements would be provided and there would be a cold storage chamber for food.

Commander Burney's scheme comprises the building of a fleet of rigid airships capable of carrying a large number of passengers, which would eventually maintain a bi-weekly service between London and Bombay.

The scheme, which has the approval of the Air Ministry, is being promoted by Commander Burney in conjunction with Vickers, Ltd., and the Shell Oil Company. The suggested fares are £70 first-class and £45 second-class.

WORKLESS AT HOME.

LONDON, July 23rd.

In a letter to Mr. Baldwin relative to the "menacing" situation in the country, the industrial group in the House of Commons refers to the prospect of a fourth winter with a million and a half unemployed and its disastrous effect on the morale and efficiency of British workers.

The writers state that alarming indications of industrial unrest are apparent everywhere and urge as a remedy extensive schemes of railway electrification, costing from £40,000,000 to £50,000,000, extension of tube railways and the development of canals and docks.

DIVORCE CASE DETAILS.

LONDON, July 23rd.

The Select Committee's report on the question of the publication of divorce cases in newspapers recommends that nothing should appear except the petitioner's statement, the defence statement, the judge's summing up on points of law, the verdict and the judgment. Witnesses' names might be given, but not their evidence.

INDIAN TEA ASSOCIATION.

LONDON, July 23rd.

Presiding at a meeting of the Indian Tea Association, Mr. W. A. Bain said the tea industry had enjoyed a fair measure of prosperity and emphasised the need of an increased supply of labour. No definite solution of the mosquito-blight had yet been found, though every effort was being made towards that end. He declared, with the marked increase in consumption, stocks were getting near the pre-war standard, and demand appeared to have overtaken supply.

Work in France for the purpose of extending tea consumption was progressing satisfactorily, and the extension of the campaign in America would commence shortly.

Sir P. Horvath has been elected President of the Indian Tea Association, Mr. Duncan elected Chairman, and Mr. W. M. Fraser, Vice-Chairman.

THE COLLIERY DISASTERS.

LONDON, July 30th.

In the House of Commons to-day, Mr. G. R. Lane-Fox, Parliamentary Secretary for Mines, said there was no room for hope of saving the 50 entombed miners in the Malby mine colliery. Eight men had been killed and two injured in the Kilbyth disaster, where the cause of explosion was uncertain, but pointed to the ignition of an accumulation of gas by a naked light. Mr. Lane-Fox expressed the Government's sympathy with the relatives of the dead men.

Replying to Mr. Tom Williams (Lab.) as regards the wisdom of the local authorities in allowing so many to enter the Malby mine while a gas fire was raging, the Secretary of Mines testified to the great gallantry of the volunteers who went down with the full concurrence of the local committee, including Mr. Hubert Smith, to try to save the pit and the employment of all concerned.

SUSPENDED M.P.'S.

LONDON, July 30th.

In accordance with their intention intimated to the Speaker during the week-end, three out of the four Scottish Labour Members of Parliament who were suspended from the House of Commons on June 27th, turned up in a taxi at Westminster this afternoon with the object of taking their seats, but were refused admittance by the police at the gate. They had a brief talk with the police, after which they drove off. No further attempt was made to enter the House.

The Prime Minister will move tomorrow that the suspension motion be rescinded. This course was arranged between Mr. Ramsay MacDonald and Government last week.

THE DEMPSEY-GIBBONS FIGHT.

DEMPSEY WINS ON POINTS.

SHELBY (Montana), July 4th.

At 3 o'clock this afternoon about six thousand spectators were seated round the stadium here under a scorching sun awaiting the Dempsey-Gibbons fight for the World's Heavyweight Championship. The contest promises to be the biggest financial failure in the history of the ring.

At half-past 3 (Montana time) Dempsey entered the ring and was followed a minute later by Gibbons. The trainers held huge umbrellas over both contestants to protect them from the terrific heat of the sun.

Following the usual preliminaries the fight began.

Round 1.—Dempsey hooked a left to the body and followed with three more lefts to the ribs and stomach and a right to the head. He then swung a left to the jaw, forcing his opponent to retreat. Gibbons sent in a left hook to the head, but Dempsey retaliated with some punishing blows to the body.

Round 2.—Dempsey landed a hook to Gibbons's head, and from a clinch Gibbons hooked a left to the champion's chin, and with a similar blow opened a cut over Dempsey's eye. They were locked in a clinch when the bell rang.

Round 3.—Dempsey drove rights and lefts to the body and chin, forcing Gibbons into a clinch. The latter then got home several rights and lefts to the jaw, but Dempsey retaliated with blows to the body.

Round 4.—Dempsey continued to hurt Gibbons with heavy body punches and he also kept pounding the St. Paul man on the back of the head. In the clinches Gibbons got in several lefts and rights to the head.

HONOURS EVEN.

Round 5.—In this round Gibbons shot several hard rights and lefts to the head without any return from the champion, but near the end of the round Dempsey, with a right to the jaw, forced him into a clinch.

Round 6.—There was a great deal of clinching and in-fighting in this round, with honours about even.

Round 7.—The men exchanged rights and lefts to the head. Gibbons cleverly ducked from several hard blows, but Dempsey continued to punish him to the body, and the St. Paul man appeared to be weakening.

Round 8.—In this meeting Gibbons got home several hard smashes to the head.

Round 9.—Gibbons was very elusive. He dodged Dempsey's leads and seemed to worry the champion with swinging rights and lefts. It was Gibbons's round.

Round 10.—There were several exchanges to the body and head, and honours were about even for the round.

Round 11.—Gibbons did well in this round. He landed several right and left punches to the head and smartly eluded the returns.

Round 12.—Dempsey missed badly, but jarred Gibbons with a left to the jaw.

Round 13.—This was a fast round, with milling honours about level.

Round 14.—Dempsey opened up a strong offensive, but Gibbons was too wary for him.

Round 15.—The champion attacked viciously in the last meeting and Gibbons covered up and clinched to avoid punishment.

The referee awarded the fight to Dempsey, on points.—*Reuter's Special Service.*

WORLD'S DEEPEST RIVER.

CHASM FIVE THOUSAND FEET DEEP.

The Canadian Government has been asked to make a special survey which it is expected will prove by scientific measurements that Canada, among its other distinctions, has the deepest river in the world.

Hidden beneath the amber waters of the Upper Ottawa River is one of Nature's most curious phenomena, rivaling in its way the Grand Canyon of Colorado, the National Bridge of Virginia, the Falls of Niagara or Zambesi. It is a gigantic chasm cleft in the surface of the earth in a period which must have approached the earliest in the earth's history, for the bed reveals sandstone of the Paleozoic Age.

If the Ottawa River were to dry up the chasm with its walls 6,000ft. or 7,000ft. high would eclipse the wonder of Colorado. As it is the Deep River Reach of the Ottawa claims the distinction, which it is hoped will soon be scientifically confirmed, of being the deepest river in the world. In several places over a distance of 23 miles 5,000ft. of tow-boat lines have failed to give an anchorage.

By comparison, the Great Lakes are but duckponds and the famous fjords of Norway and the East American Atlantic Coast are quite eclipsed. Lake Erie has a depth of only 272ft. Lake Ontario is not much better with 733ft. Lake Michigan has 780ft. Lake Superior, the deepest of all the great inland seas, is only 1,007ft., or about one-fifth as deep as the Deep River Reach will probably prove to be. One of the East Atlantic fjords shows 3,000ft., and the Sogne Fjord of Scandinavia is 4,600ft.

Deep River Reach of the Ottawa is north of Pembroke, and is traversed by serviceable steamers. The southern stretch of it is found identified on most maps as Upper Algonette Lake. This part of the river course is dotted with hundreds of beautiful islands furnishing summer houses for urban residents. A point called Des Jo Achims is the upper limit of the Great Chasm. Here the river makes a right-angled turn, and is transformed from a madly surging rapids to the restful slow-moving deep current of the Grand Chasm.

I have a great dread of a large institution with a great deal of money involved where the whole of the activities depend very largely upon the inventive genius of one individual.—*Mr. Alfred Salmon* (Chairman, J. Lyons and Co.)

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN,
LONDON.

GIVES WARNING OF APPROACHING
TYPHOONS.

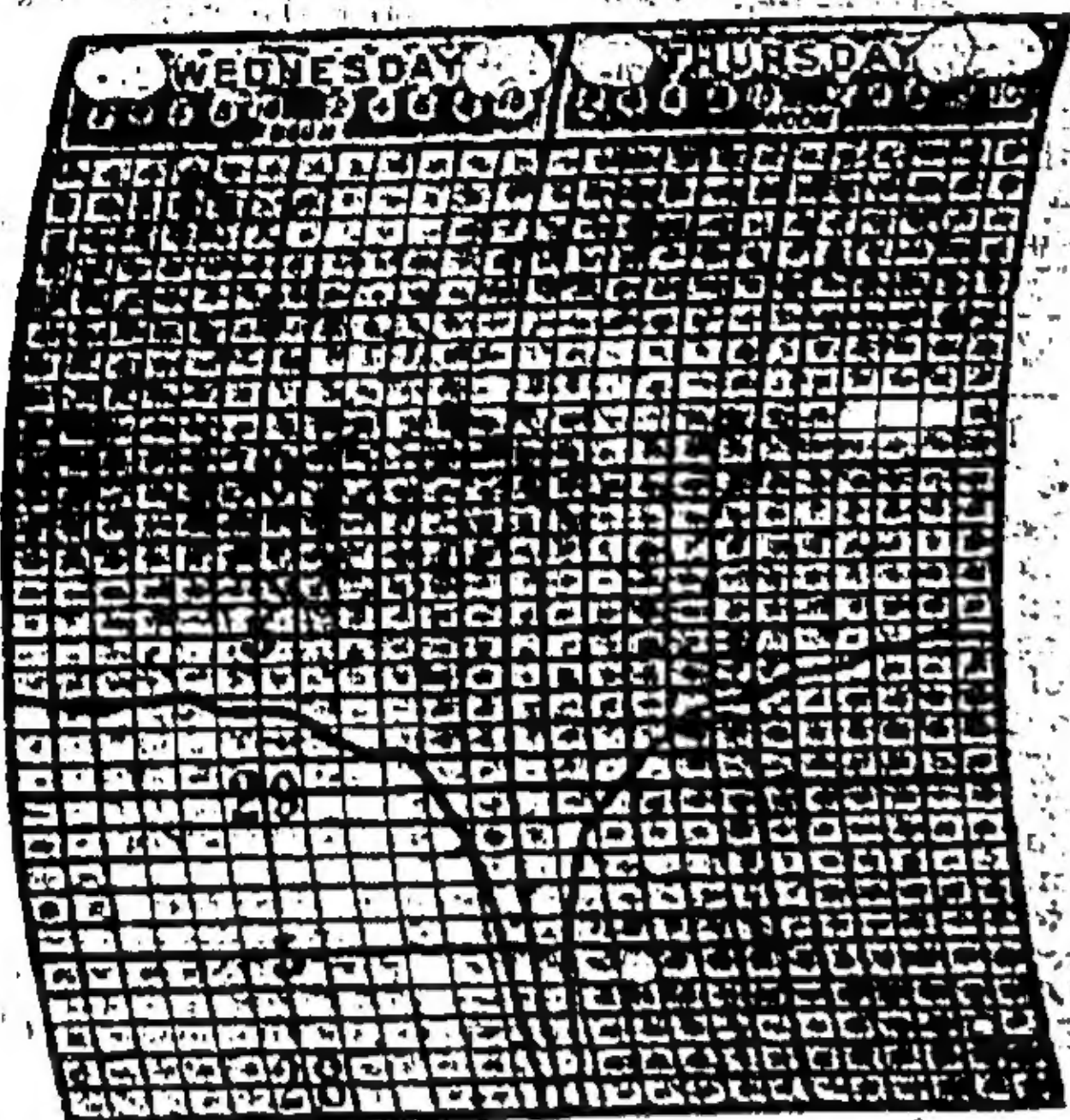


CHART SHOWING TYPHOON RECORDED IN SWATOW
On AUGUST 8th, 1922.

BY ONE OF OUR BAROGRAPHS.

LANE, CRAWFORD, LTD.

HONGKONG.

TEL 174

The Perfect Companion
**WAHL PEN
EVERSHARP**

WRITE with Eversharp and
Wahl Pen—they are so
balanced as to give perfect
writing ease. You'll like the
pencil because its exclusive,
patented tip keeps the lead firm
and always sharp. The all-
metal barrel—exclusive with
Wahl Pen—holds more ink. As
a combination in identical
design, they make a perfect set
of writing materials.

For Sale at Leading Shops Everywhere

Wholesale Distributors for China:
STANDARD PRODUCTS CO., INC.,
14, Canton Road, SHANGHAI.

WILKINSON'S

PAINTS & VARNISHES
FOR ALL
ENGINEERING REQUIREMENTS

FOR OVER 30 YEARS
WE HAVE HAD RESIDENT REPRESENTA-
TIVES IN THE FAR EAST AND HAVE MADE A
COMPLETE STUDY OF PAINT AND VARNISH PROBLEMS
IN TROPICAL COUNTRIES. THIS EXPERIENCE IS AT
YOUR SERVICE BY COMMUNICATING WITH
OUR LOCAL BRANCH.

SHANGHAI, HONGKONG, BOMBAY,
2, Kaitung Road, Alexandra Building, Oriental Building.

STOCKS HELD AT ALL BRANCHES.
AGENTS AND DISTRIBUTORS IN EVERY PORT.
FACTORIES:



WILKINSON, HEYWOOD & CLARK, LTD.
GREAT BRITAIN'S LARGEST PAINT & VARNISH MANUFACTURERS. FOUNDED 1776
Caledonian Works, POPLAR, LONDON, E.

BOOKS OF TO-DAY.

[BY "AUTOLYCEB."]

"SCISSORS"—A FINE NOVEL.

Occasionally the dark business of re-
viewing books is relieved by a volume that
brings joy to the heart of a case-hardened
reader, giving a new rest to the mind and
providing a most welcome mental tonic.
Such a book is "Scissors" (Wm. Heinemann),
a new novel by Mr. Cecil Roberts. It is a
"first" novel, though its author is by no means
a 'prentice hand at the writing game, being the well-known editor
of an influential paper in the Midlands. It is a
singularly beautiful story, and contains as much
literary enjoyment as any reader could well expect
to find between the covers of a novel. But I do
not think the book has been well named; its title
sounds more like that of a touring revue.

"Scissors" is the record of the brief but
eventful life of a somewhat abnormal boy, John
Narcissus Dean, and now it will be seen how the
book's title is derived. He was reared in the atmosphere
of the mysticism of the East, and the magic of it
wrapped itself round him like an invisible cloak.
Thus the very short first part prepares the way for what is to come.
Next we see "Scissors" at a typical public school,
and the author's facile pen gives us some delightful
glimpses of the school life with its romps and
escapades, hard studies and games. There are visits
during the vacations to the houses of his well-bred
school chums, where everybody dresses for dinner, and
everybody is exceedingly polite—pictures of
English life that seem so distant from this rough-and-
tumble democratic age.

THE JOY OF YOUTH.

Then John Dean faces the world, first as
a schoolmaster, and afterwards, in the more
uncertain sphere of Fleet Street. He has developed
a talent for writing, and, of course, he quickly mounts
the journalistic ladder and becomes a special corre-
spondent of a leading newspaper. His life is a
perfect round of joy: the sun always shines,
his path is strewn with roses, but the Eastern
element within warns him that it is too good to
last. The war burst on John and his astonished
world like a thunderbolt, and instantly everything
is changed. At once the tone of the novel becomes
one of dead seriousness; happiness gives place to
the tenebrousness of a series of brilliantly written
scenes which bring back the awful reality of those
fateful days with astonishing clearness. John Dean
proceeds to Belgium and France as a war correspond-
ent, and also serves as a brief attachment to
the Grand Fleet. But one by one the companions
of his joyous youth sink in the slaughter, and finally
Dean himself is called East again by relentless fate.

A NOBLE STORY.

Of such stuff is the story of "Scissors"
made. It is sad, and yet very noble. Its love
interest is a mere secondary theme, but as a study
of boyhood, youth, and early manhood, it is a
notable piece of work. How much richer would
the world have been to-day if men of the Dean
type had not been ground down by the horrible
juggernaut of war! Of Mr. Roberts' style and
method, one can only write in terms of the
highest praise. The book teems with life and
character, and there is infinite variety in it; the
war pictures are not variety by mock-heroes, and
the author is evidently of the same mind about
the futility of it as the eminent war correspond-
ent who appears briefly in the narrative under the
thinnest of disguises. The last pages are occupied
by a stirring description of a flight in a "bomber"—
one of the best bits of descriptive writing in a
book that is good from beginning to end. Truly
an excellent novel.

"IN DARK PLACES."

Many thousands of readers have been
eagerly looking forward to the new batch of
stories from the pen of Mr. John Russell, for
when an author bounds into such immediate
fame as Mr. Russell did, with those wonderful
stories in "Where the Pavement Ends," it is
always a matter of interest whether succeeding
volumes will be as good. To be quite frank
about the new stories in his latest book "In
Dark Places" (Thornton Butterworth), I do not
think Mr. Russell has reached such a high mark
of excellence again. They are certainly good,
really excellent, and perhaps too much was
expected. Nobody but Mr. Russell could have
written them, and whereas there is less literary
invention, and the subjects are less fresh in
conception and treatment, the author's pen,
always forceful, seems to have gained in
power.

Mr. Russell again writes mainly of the
complexities of the characters of men who find
themselves the focus and focus of humanity
washed up on the shores of the islands of the
South Seas. Mr. Russell's interest in men more
than places.

Life in the New Hebrides—life any-
where in the big black belt of the South
Seas—is a great after-dinner of human
values. When you pass in a London
street, among swarms of men, you care
very little; they mean next to nothing; they
might all be cheats or cowards, and you would
not be wrong, you would take your hearty
breakfast as usual. But if just one of that
crowd should pop up before you on a lonely beach
where the reefs thunder to a burning sky,
where your world lies between a rim of
horizon and a curve of hostile hills, and sea
and land are sick with heat and fever, rotten
with death, breathing an alien vitality
unknown and unknowable—in such cases you
would care a great deal. You would take a
most anxious interest in that man: one of
your own breed of people, his qualities and
his capacities would be questions of prime
importance.

Thus Mr. Russell has provided his own
description of the scene in which his characters
lead their dramas. And his tales are dramas
of blood and fighting, guile, native cunning,
and all manner of wickedness on the part of
whites who fear neither man nor devil.

(Continued at foot of next column.)

When in doubt about your eyes
or your glasses
Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

DON'T
ENDURE

Fiery,
Itching
**SKIN
DISEASE**

Let ZAM-BUK Soothe & Cure.

ACTUAL skin disease which be-
gins with just noticeable irri-
tation, unpleasant itching, or unsightly
patches is too serious to experiment
upon with crude fatty ointments.
Such treatment may easily aggravate
any minor eruption or soreness into a
serious ulcer or an attack of fiery
eczema, itch, or poisoned sores.

When any itching or soreness sug-
gests that you have contracted skin
disease, treat it from the first with
Zam-Buk, the real skin-cure.

Don't Experiment with
Fatty Salves & "Dressings"

which are always liable to do your
skin more harm than good. Zam-Buk
contains no animal fat, but only the purest
and most curative herbal extracts which
Nature herself provides for the healing and
regeneration of the human skin.

These refined herbal extracts are readily
absorbed by the tiny pores and they extend
their germicidal curative action far below
the surface, soothing and purifying the
whole tissue, quickly uprooting the most
deep-seated disease.

Zam-Buk, which is essentially a real cur-
ative skin medicine, has proved successful
in thousands of cases of eczema, psoriasis,
ringworm, Diabetic itch, ulcers, abscesses,
heat sores, poisoned wounds, sore feet, piles,
craz, burns, scalds, etc. Zam-Buk which is

FREE FROM ALL ANIMAL FATS

is obtainable of all chemists and medicine
vendors in Hongkong, Shanghai and
The Straits

Zam-Buk
The
Real Herbal
SKIN MEDICINE

Yes, But—
have you ever tried
"Gets-It"
for that Corn?
AT ALL CHEMISTS



THE NEW PRINCIPLE REMEDY
**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

It is impossible to single out any one
of the dozen stories for special mention.
If you have not read "Where the Pavement
Ends," they are wonderful. Even if you
have read that amazing book, it
still serves to whet the appetite for "In
Dark Places." The touch is there just
the same, the hand of a most powerful
story teller.

WORLD THEATRE

WEDNESDAY, 15th, to SATURDAY, 18th August,
at 5 P.M. and 9.15 P.M.

FOX GREAT PICTURE

PRESENTS

Three Famous Players

ESTELLE TAYLOR—MARC MACDERMOTT
and HARRY SOUTHERN

in

WHILE NEW YORK SLEEPS

IN 8 PARTS

A Thrilling Story of The Upper and under Worlds
of The Great City New York.

Prices of Admission:—

5 p.m.—\$1.00 & 60 cts. 9.15 p.m.—\$1.50 & \$1.00.

BOOKING AT THE THEATRE.

AILSA CRAIG

MARINE MOTOR,

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders
4 B.H.P. to 50 B.H.P.

Prices and particulars from

SOLE AGENTS:

DODWELL & CO., LTD.,

Telephone C-1030.

Machinery Dept.

DO NOT WAIT

until your good health is impaired, but take steps to keep it up to
the mark. Remember that ailments apparently trifling may very
soon develop into serious illness. Do not hesitate to take

BEECHAM'S PILLS

on the first appearance of any distressing symptoms. They will
do more to establish and maintain your general health than any
other means you can employ. For a
**SLUGGISH LIVER, SICK HEADACHE, INDIGESTION,
CONSTIPATION, LOSS OF APPETITE,**
and the depressing nervous conditions that arise from these
troubles, there is no more reliable remedy than Beecham's Pills.

AGENTS **THOS. COOK & SON** BARRERS

With 150 Offices throughout the World.

OUR SHIPPING & FORWARDING DEPT.

Offers Exceptional Facilities for the General TRANSPORTATION
of Merchandise and Private Effects and Cargoes.

REGULAR SHIPMENTS TO ALL PORTS. CONSIGNMENTS CLEARED
AT LOW RATES. INSURANCE EFFECTED. INVOICES COLLECTED
AGAINST DELIVERY OF GOODS. CARGOES PACKED FOR EXPORT.
DRY STORAGE ACCOMMODATION FOR ALL KINDS OF NON-HAZAR-
DOUS GOODS.

HEAD OFFICE: LUGATE CIRCUS, LONDON, E.C.

TELEGRAPHIC ADDRESS: COUPON.

LOCAL ADDRESS: HONGKONG HOTEL BUILDING.

TELEPHONE: CENTRAL No. 524-5.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAFFIC BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER

Chuganji (Nikko)	Kyoto Hotel	Nagoya Hotel	Sei Noka Hotel
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	Imperial Hotel
Kamakura Hotel	Kyoto Hotel	Nagoya Hotel	Omori Hotel
Kashin Hotel	Kyoto Hotel	Nagoya Hotel	Tokyo Station Hotel
Karuzawa Hotel	Kyoto Hotel	Nagoya Hotel	Tsukiji Station Hotel
Mikasa Hotel	Kyoto Hotel	Nagoya Hotel	Yokohama Hotel
Momiji Hotel	Kyoto Hotel	Nagoya Hotel	
Kobe Hotel	Kyoto Hotel	Nagoya Hotel	
Oriental Hotel	Kyoto Hotel	Nagoya Hotel	
Tokyo Hotel	Kyoto Hotel	Nagoya Hotel	

IN TAIWAN (FORMOSA)

Taipei Hotel

IN CHINA

Fusan Hotel
Fusan Station Hotel
Keijo (Seoul) Hotel
Chosen Hotel
Shanghai Hotel
Shanghai Station Hotel

IN MANCHURIA

Changchun Hotel
Yamato Hotel
Dairen Hotel
Yamato Hotel
Hankow Hotel
Yamato Hotel

Hotels (Mukden) Hotel
Yamato Hotel
Bojiam (Port Arthur) Hotel
Yamato Hotel



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

SHIPNAME	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	In port	20th Aug.	BATAVIA
TJITAROEM	JAVA	In port	21st Aug.	BATAVIA
TJILEBOET	JAVA	21st Aug.	23rd Aug.	JAPAN
TJIKEMBANG	NORTH CHINA	—	5th Sept.	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passages apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ (United Netherlands Navigation Company) HOLLAND-OOST AZIE LIJN (Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.

S.S. "KERTOSONO"	...	...	25th Aug.
S.S. "OOSTERK"	...	...	25th Sept.
S.S. "OUDERKERK"	...	...	23rd Oct.

Sailings to Europe subject to alterations.

Shipname	For	Sailing on or about
"SAPARORA"	Rotterdam, Amsterdam, Hamburg & Bremen	8th Sept.
"KERTOSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The S/S. "BOLIVIA"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,
OPTIONAL LONDON, COPENHAGEN and other
SCANDINAVIAN PORTS.

About 31st August, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Java"	20th August	26th September
M/S. "Afrika"	26th August	5th October
M/S. "Chilo"	10th October	15th November

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



MASONIC FESTIVALS.

£270,000 RECEIVED FOR CHARITIES.

(FROM A CORRESPONDENT TO "THE TIMES.")

Possibly many Freemasons will be surprised to learn that the receipts from the three festivals for the Masonic Institutions for Girls, Boys, and Old People—to place them in the order of their foundation—during 1923 exceed by more than £11,000 the receipts from the same sources in 1922. The returns for the present year aggregate no less a sum than £269,693. 5s. 2d., as against £258,780. 9s. in 1922. These are the sums announced at the various festival, and may be regarded as the minimum, inasmuch as they invariably receive additions before the close of each financial year. Of this huge sum London Lodges were responsible for £109,182. 13s. 9d. Lodges overseas, distributed among thirty districts, Lodges abroad not under districts, and two military nonstationary Lodges, contributed among them £2,424 18s. 5d., so that the forty-six Provinces into which England and Wales are Masonically divided stand responsible for the balance of £157,105. 13s.

West Yorkshire, which occupies the fourth place on the list in point of numbers of Lodges, contributed more than one-fourth of this total balance, its aggregate sums amounting to exactly £42,588, exceeding by more than £15,000 the total contributions of Middlesex last year, when that Province occupied the premier position. This large sum is explained by the fact that the Provincial Grand Master for West Yorkshire, Sir William Raynor, occupied the chair at the first festival of the year, that of the Royal Masonic Benevolent Institution. Sussex stands second on the list, with total contributions amounting to £36,623. 17s. 2d., that Province being represented at the second festival, that of the Royal Masonic Institution of Girls; while Essex, whose Provincial Grand Master, Lord Lamborne, presided at the last festival just held, that of the Royal Masonic Institution for Boys, contributed in all £20,389. 10s. The year has been remarkable from the fact that every Province and District has been represented at one or other of the festivals, and the majority at all.

Ten years ago—in 1913—the three festivals realized an aggregate collection of £125,868. 3s. 5d. Since that date, however, not only have the expenses of maintenance increased, but the strain upon the institutions has more than doubled. In the boys' school, for example, during the whole history of that institution—125 years—the number of yearly admissions has averaged a fraction over thirty-eight; but since 1910 the yearly admissions have averaged exactly 105. To-day 1,003 boys are receiving the benefits of the institution, and 1,417 have been admitted without ballot since 1910, including 303 sons of Freemasons who were killed in the war.

The three London Lodges which head the lists for 1923 are Camden Lodge, No. 704, £21,675 (Girls); Zodiac Lodge, No. 2,615, £2,900 (Boys); West Ham Abbey Lodge, No. 2,291, £700 (Old People). The three premier country Lodges are Worthing Lodge of Friendship, No. 860, £1,750 (Girls); Huddersfield Lodge, No. 290, £1,050 (Old People); and Undine Lodge, No. 3,394, Loughton, £650 (Boys).

SIR F. HALSEY AND HERTS.

Sir Frederick Halsey has tendered his resignation as Provincial Grand Master of Hertfordshire, after holding the office for nearly 50 years. His patent of appointment is dated Nov. 26th, 1873, and he is the senior among the Provincial and District Grand Masters under the Grand Lodge of England. The Marquis of Zetland was Provincial Grand Master of North and East Yorkshire from January 6th, 1874, until his resignation, quite recently. The Senior Provincial Grand Master will now be Sir Otley Wakeman, who has been the head of Shropshire Freemasons since June, 1885, followed by Lord Amphil, Prov. G.M. of Bedfordshire since November, 1891.

When Sir Frederick Halsey took charge of the province there were only eight lodges meeting in Hertfordshire—one each at Berkhamsted, Bishop's Stortford, Chesham, Hertford, Barnet, Hitchin, Watlington, and Watford. There are at the present time forty lodges meeting in Hertfordshire, which was created a Masonic Province in 1797.

It is hoped that Sir Frederick Halsey will not find it necessary to relinquish also the position of Deputy Grand Master of England, which he has held for upwards of twenty years, winning the esteem and regard of Freemasons throughout the country, and earning the distinction of being regarded as the Grand Old Man of Freemasonry.

MASONIC BOYS' SCHOOL.

A quarterly court of the governors and subscribers of the Royal Masonic Institution for Boys was held at Freemasons' Hall, Great Queen Street, under the presidency of Mr. Charles F. Quicke, P.A.G. Supt. Wks. A recommendation from the Board of Management to admit to the benefits of the institution, without ballot, 100 boys, being the approved list of candidates for the October election, in addition to thirteen duly qualified "war" boys, was approved. This addition makes 220 "war" boys admitted to the institution to date.

MASONIC GIRLS' SCHOOL.

A General Court of the governors and subscribers of the Royal Masonic Institution for Girls was held on July 12th at Freemasons' Hall, Great Queen Street, under the presidency of Mr. T. H. Gardiner, P.G.D. Thirty-seven candidates whose petitions had been approved were placed on the list for election on October 10th, and thirty-seven vacancies were declared. Pending their admission into the school, these candidates will be (Continued on next column.)

BOWERN & CO.,

No. 8, MURPHY ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS.
For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

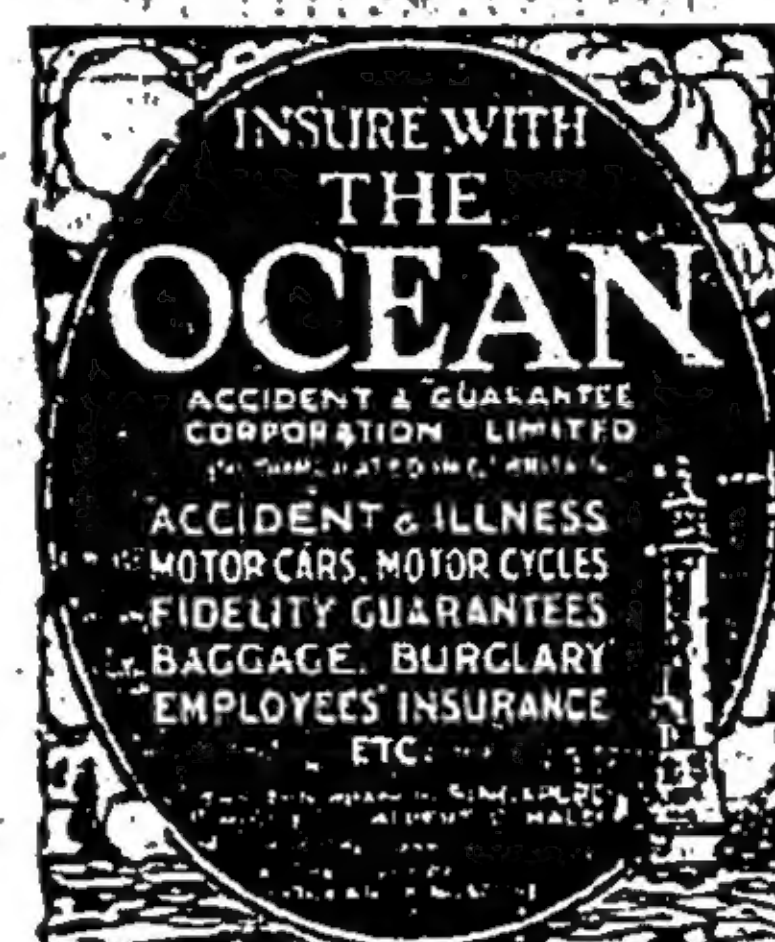
SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS.
FAST STEAMERS, METAL MERCHANTS.
Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA—
GREEN'S PATENT ANCHORS.
SANDERSON & CO., LTD. (Sheffield), High-Class Steel Manufacturers (Tees Road).

Catalogues and Price-Lists on application (Enquiries Welcomed).

CABLE ADDRESS: BOWERN, SHANGHAI.
CODES: Bentley's, Scott's, A.B.C.
5th Edition and Improved.



SHANGHAI OFFICE:—
No. 39, PEKING ROAD, SHANGHAI.

AGENTS for Hongkong and South China
DODWELL & CO. LTD.
TELEPH. C. 1030. 2, QUEEN'S BLDG.

provided for from the date of their election by the out-education scheme. Since the last election in April forty girls have also been nominated for out-education without election, making a total of eighty-four girls admitted to the benefits of the institution this year, exclusive of thirty-seven candidates approved on this occasion.

Honorary patronship of the institution was conferred upon Mr. H. Gilbert-Stringer, P.A.G.S.B. Eng., P.P.G.W. Sussex, and Hon. Secretary of the Provincial Charities Committee of Sussex, in connection with the 135th anniversary festival, held on May 9th last, when the Province of Sussex contributed the record sum of £20,663 to the funds of the institution.

TO WELCOME OVERSEAS FREEMASONS.

A project is now well in hand to form a Federation of Lodges in London who specially lay themselves out to welcome Freemasons from overseas. It is proposed that the Royal Colonial Institute Lodge, assisted by its daughter lodge, the United Empire, and other lodges, should make arrangements to entertain Freemasons from overseas who visit the Empire Exhibition next year, and to hold weekly or bi-weekly meetings for the purpose.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SHANGHAI via SWATOW	SUBJECT TO ALTERATION.	17th Aug. 11 a.m.
MANILA	"MINGSANG"	Friday, 17th Aug. 3 p.m.
SHANGHAI via SWATOW	"TAISANG"	Sunday, 19th Aug. Noon.
BANGKOK via SWATOW	"CHAKSANG"	Monday, 20th Aug. 2 p.m.

SHANGHAI	"KWONGSANG"	Wednesday, 22nd Aug. Noon.
TIENTSIN	"CHIPSING"	Wednesday, 22nd Aug. 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 22nd Aug. 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 24th Aug. 8 a.m.
KORE via SHANGHAI	"KUTSANG"	Friday, 24th Aug. Noon.
SHANGHAI via SWATOW	"WABANG"	Friday, 24th Aug. Noon.
SANDAKAN	"MABANG"	Saturday, 25th Aug. 11 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 28th Aug. 2 p.m.
BANGKOK via HOIHOW	"CHUNSANG"	Wednesday, 5th Sept. 8 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Fuzhou and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through bills can be obtained and through bills of lading are issued to Northern and Yangtze River via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BOHNEO LINE—Fortnightly sailings to and from Sandakan by two 1,000-ton steamers, "HISBANG" and "MAHSANG" both steamers having excellent passenger accommodation. Cargo taken at through bills of lading for Sandakan, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Woburn and Chabo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about
Wednesday, 22nd Aug., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SHIPPER OF REFRIGERATORS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"PEMBROKE" ...	23rd Aug.	"GLENBEG" ...	...	29th Aug.
"GLENLUCE" ...	10th Sept.	"GLENBEG" ...	...	London, Rotterdam & Hamburg
"GLENNOBLE" ...	20th Sept.	"GLENBEG" ...	...	15th Sept.
"CARMARTHENSHIRE" ...	6th Oct.	"GLENBEG" ...	...	Genoa, London, Rotterdam and Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

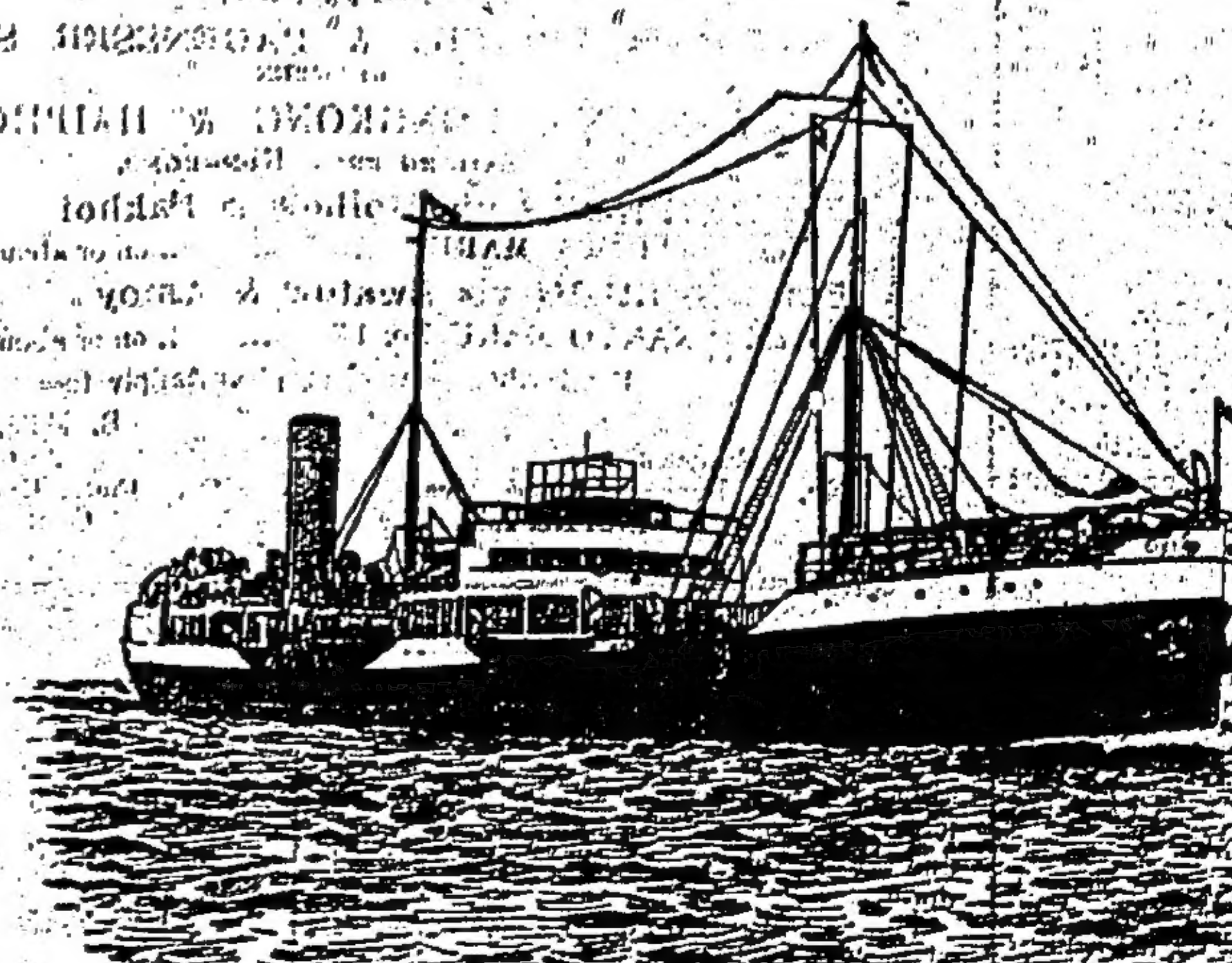
Telephone: Central No. 215 sub-eg. 21 and Central 220.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Working, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDENA"

4,700 x 581' x 51'0" x 3,400 tons d.w. x 1,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK, to the order
of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS
to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

August 15th.

Hok Canton, British str., 550 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo.—Hong On & Co.

Nanchang, British str., 1,536 tons, Capt. R. T. Stevens, from Haiphong, with coal.—D. & S.

Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.

August 16th.

Amalthea, British str., 3,480 tons, Capt. J. R. Nisbet, from Hangchow.—Asiatic Petroleum Co.

Carnarvonshire, British str., 3,055 tons, Capt. H. S. Gualton, from Shanghai, with a general cargo.—J. M. & Co.

City of Madras, British str., 3,048 tons, Capt. J. K. Storey, from Shanghai, with a general cargo.—Bank Line.

Commandant Doris, French str., 3,470 tons, Capt. M. Saccocc, from Shanghai, with a general cargo.—M.M.

Empress of Australia, British str., 9,121 tons, from Vancouver and Shanghai, with a general cargo.—C.P.S.S. Ltd.

Indo Muri, Japanese str., 3,505 tons, Capt. J. Takada, from Katsuru, with a general cargo.—O.S.K.

Kanchow, British str., 1,225 tons, Capt. W. Tonkin, from Shanghai and Swatow, with a general cargo.—R. & S.

Man Sang, British str., 2,076 tons, Capt. P. E. Guy Cumming, from Nanchang, with timber.—J. M. & Co.

Samang Maru, Japanese str., 2,447 tons, Capt. S. Nakamura, from Wankamatsu, with a general cargo.—Nanyo Yusen Kaisha.

Shidzuoka Maru, Japanese str., 3,370 tons, Capt. B. Saito, from Shanghai, with a general cargo.—N.Y.K.

Tifurum, Dutch str., 3,686 tons, Capt. G. Buys, from Batavia, with a general cargo.—J.C.J.L.

Wai Ning, British str., 1,180 tons, Capt. J. W. Pittigrew, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

West Chupka, American str., 4,520 tons, Capt. H. A. Wilhelmson, from San Francisco and Shanghai, with a general cargo.—Struthers & Barry.

Yingchow, British str., 1,216 tons, Capt. B. A. Thomson, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

August 16th.

Africa Maru, for Shanghai.

Ajora, for Bangkok.

Carnarvonshire, for Singapore.

City of Madras, for Singapore.

Clara Jochen, for Amoy.

Commandant Doris, for Saigon.

Englee, for Chetoo.

Glenham, for Shanghai.

Indo Muri, for Singapore.

Kanchow, for Canton.

Kingchow, for Amoy.

Nanchang, for Canton.

Shing On, for Wuchow.

Sudu Maru, for Swatow.

Sunli, for Kwang Chow Wan.

Tungshing, for Swatow.

Walshing, for Canton.

West Chupka, for Manila.

Wing Sang, for Hongay.

Yingchow, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Shidzuoka Maru*, on August 16th:—Mr. and Mrs. A. C. Siddall and Mr. C. M. Castro.

Per s.s. *Man Sang*, on August 16th:—Mr. Edwards.

DEPARTURES.

Per T.K.K. s.s. *Koku Maru*, on August 16th:—Mr. C. Bond, Mr. and Mrs. James A. Hudson, Mrs. M. E. M. Knuffeldt, Mrs. F. R. Montrose, Major M. E. Morris, Mr. O. Gale, Mr. C. Godinez, Mr. H. Godinez, Mrs. M. G. Martinez, Miss E. Black, Mr. J. Dibbetz, Mr. J. G. Dornink, and several Chinese saloon passengers.

Per N.Y.K. s.s. *Aki Maru*, on August 16th:—Mr. J. D. Birrell, Mrs. F. Picken, Mr. and Mrs. R. Lewin, Miss T. I. Hooswill, Mr. H. B. Webber, Mr. J. L. Carnegie, Mrs. J. A. Nettell, Mr. E. Leerbeck, Mrs. M. S. Primmer, Mr. J. T. Picken, Miss M. M. Callaco, Master J. M. A. Salazar, Mr. P. D. Dimitriadis, Mr. and Mrs. F. D. Barretto, Misses Barretto, Mr. S. Buntman, Mr. A. Griesman and Mr. M. T. Borisoff.

VESSELS EXPECTED.

Amboise (M.M.), due August 28th.

Andre Lebou (M.M.), due today.

Bellerophon (Blue Funnel), due Sept. 7th.

Bentley (Ben Line), due Sept. 8th.

Cordillera (M.M.), due September 11th.

Empress of Asia, due August 27th.

Leonodon (Blue Funnel), due August 10th.

Liverpool Maru (N.Y.K.), due August 20th.

Merion (Blue Funnel), due August 31st.

Meriones (Blue Funnel), due Sept. 8th.

Perseus (Blue Funnel), due August 25th.

Shing Maru (T.K.K.), due August 21st.

Victoria, due August 27th.

AUSTRALIAN SHIPPING SERVICE TO THE EAST.

A new shipping service between Australia and China, controlled by a Chinese company, was inaugurated by the departure for Sydney from Hongkong of the steamer *Ling Nam*, at the beginning of March. The service will be maintained by vessels belonging to the fleet of the Chungwa Navigation Company, Limited, which has its headquarters at Hongkong. It is understood that the company will foster the trade between the two countries by placing as many steamers on the run as will be necessary to life the cargo offering. It is probable that the return journey will be made via Central and South American ports.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Empress Australia	Aug. 24 Sept. 12	Montcalm	Sept. 21 Sept. 28
Empress Asia	Sept. 6 Sept. 24	Empress Scotland	Sept. 29 Oct. 4
Empress Canada	Sept. 22 Oct. 8	Empress France	Oct. 13 Oct. 19
Empress Russia	Oct. 4 Oct. 22	Empress Scotland	Oct. 27 Nov. 2
Empress Australia	Oct. 19 Nov. 7	Montcalm	Nov. 16 Nov. 23
Empress Asia	Nov. 1 Nov. 19	Empress Scotland	Nov. 30
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held out and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAQ.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.
THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120-£112-£110

First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS

SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 31st.
SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 15th.
TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th.
TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.
KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLENDINO, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS

GINYO MARU ... 18,000 tons, September 5th.
ANYO MARU ... 18,700 tons, October 20th.
SEIYO MARU ... 14,900 tons, December 4th.
BAKUYO MARU ... 18,600 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA.

SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG

PERSEA-MARU (Moji, Kobe & Osaka) ... August 17th.

NEW YORK LINE. (Suez only)

VIA JAPAN AND SUEZ.

STEAMER

MEIYO MARU ... about September 30th.

For full information regarding Passengers, Freight & Sailings.

Apply to: Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

s.s. "TAIKWA MARU" ... on or about 23rd Aug.

For KEELUNG via Swatow & Amoy

s.s. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to:

S. MITARAI, Agent.

Branch Office: No. 27, Bonham Street, West.

Tel. Central No. 125.

Top Floor, King's Building.

Tel. Central No. 140.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* left Kobe on August 16th, at 6 a.m., and is due at Yokohama to-day, 17th inst., at noon.

The Hugo Stinnes s.s. *Scheer* left Shanghai on Wednesday, the 15th inst., at 5-3 p.m., and is due here on Sunday, the 19th inst.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

For Paper to send Home

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE ... \$1.75.

On Sale at

Hongkong: "DAILY PRESS" OFFICE.

Messrs. KELLY & WALSH Ltd.

Messrs. REEVE & CO.

Messrs. A. S. WATSON & Co.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS CABIN STEAMER SECOND CLASS THROUGHOUT. ON ATLANTIC STEAMER ON ATLANTIC

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 20th

"PRESIDENT WILSON" ... Sept. 3rd

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO." 2392. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America: G.4405, G.4420, G.4440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 28th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DARBAY MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 18th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 31st Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

NAGASAKI, KULE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon

SHANGHAI, KOBE & YOKOHAMA

LIVERPOOL MARU ... Tuesday, 21st Aug.

HUKOKAN MARU ... Sunday, 26th Aug.

HAKUZAN MARU ... Tuesday, 28th Aug.

NAGANO MARU ... Thursday, 30th Aug.

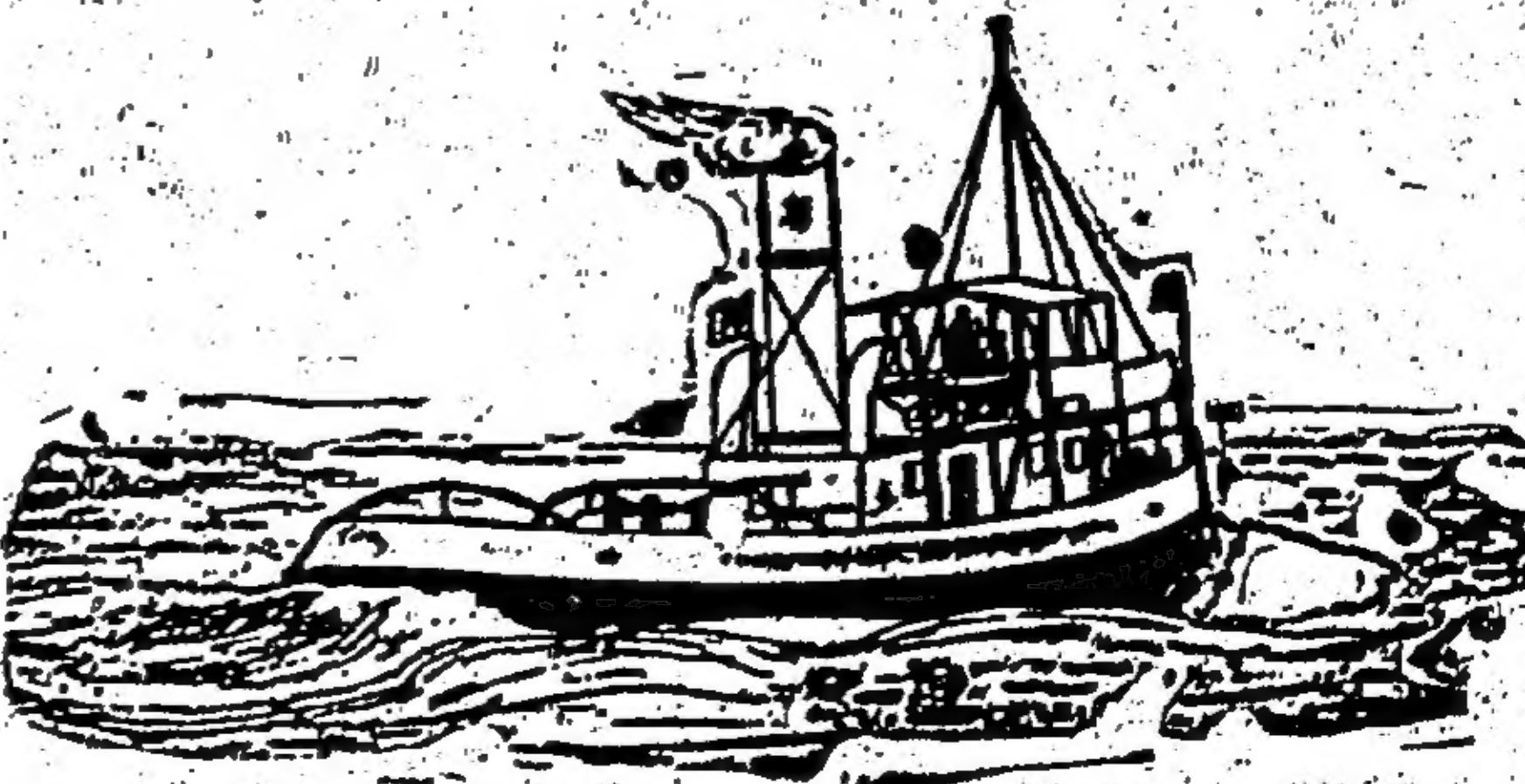
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 232, 233 & 242. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-entrance abroad.



WILLIAMSON'S BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
Boiler Makers Founders and Constructional Engineers and Repairers

POISON IN SUBMARINES.

ARSENIC IN BATTERIES AND PLATES.

At the conference on international labour organisation and industrial health at the Royal Sanitary Institute last month, Dr. T. M. Legge, Medical Inspector of the Home Office Factories Department, referred to the necessity for investigating the cause and cure of industrial diseases. He mentioned that in 1915 certain British submarines had to return to port because the crews were suffering from the characteristic symptoms of a certain poison gas, which could only arise where acid or metal was contaminated with arsenic.

It was at first thought that the arsenic had been inserted by a German spy, but examination led to the discovery of one-fifth of 1 per cent. of arsenic in the plates and batteries of the submarine. Hundreds of thousands of pounds had to be spent in replacing the batteries and plates. A submarine might go to the bottom from industrial poison of that kind and no one but the wisest.

Professor E. L. Collis, of the Welsh National School of Medicine, said our weather made us the nation we were. If we had the weather we asked for, probably we should degenerate into a third-class Power.

WEATHER-REPORT.

August 16th at 17.35.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 18 deg. N. Long. 143 deg. E., moving W.N.W.

August 16th at 11.30.—Warning to Hongkong Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 17 deg. N. Long. 128 deg. E., moving W.N.W.

August 16th at 11.32.—Pressure has increased considerably over N.E. Japan. It has decreased moderately over Luzon, the Bonins and Guam, and slightly at Hongkong and Yaw.

An anticyclone covers N.E. Japan and a depression is central over Tongking. The Guam typhoon which formed on August 11th is now shown in about Lat. 17 deg. N. and Long. 128 deg. E., moving W.N.W.

The typhoon which formed to the South of Guam yesterday has curved to northward. Hongkong rainfall for the 24 hours ending at 10 a.m., 16th August, 0.46 inch. Total since January 1st, 55.96 inches, against an average of 57.71 inches.

The forecast for the 24 hours ending at noon, 17th Aug. is as follows:

Direction: Variable
Force: Light to moderate
Remarks: variable winds, freshening from N.E.

South coast of China between Hongkong and Lianzhou ... do

Hongkong to Gap Rock ... do

South coast of China between Hongkong and Hainan ... do

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 16th.

	Previous Day	On Date	On Date
	at 2 p.m.</		

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A. Class Steamers	...	1st Class 25/-	2nd Class 22/-
B. Class Steamers	...	1st Class 24/-	2nd Class 21/-
C. Class Steamers	...	1st Class 23/-	2nd Class 20/-

S.S. "C" Class Steamers comprise those of the "Congo" type, which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

(Tel. Central 7807)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON"	...	via Suez Canal	...	25th August.
S.S. "ANTIOCHUS"	...	via Suez Canal	...	5th Sept.
S.S. "BELLEROPHON"	...	via Suez Canal	...	15th Sept.
S.S. "CITY OF BAGDAD"	...	via Suez Canal	...	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORAMBORD	20th Aug.
PAUL LECAT	3rd Sept.
ANDRE LEBON	17th Sept.
AMBOIRE	1st Oct.
CORDILLERE	15th Oct.
ANGERS	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A. Class (1st Class)	...	85.00.00	B. Class (1st Class)	...	80.00.00
B. Class (2nd)	...	68.00.00	C. Class (2nd)	...	62.00.00

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

S.S. "C. DORISE" loading for HAVRE, ANTWERP & DUNKIRK, about 15th August.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, cabins and mess saloons.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	...	Capt. E. Walker	Friday, 17th Aug.	at 1 p.m.
HAIPHONG	...	Capt. J. B. Thomson	Tuesday, 21st Aug.	at 1 p.m.
HAIPHONG	...	Capt. W. C. Farnham	Friday, 24th Aug.	at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)



JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
CEYLON, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
MEDITERRANEAN, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,960	22nd Aug. Noon	Mars. Gib. London & Antwerp.
"ALFORD"	8,273	23rd Aug. Noon	Spore, Penang, Colombo & B'way.
"MAEDONIA"	11,089	7th Sept.	B'way, Mars. Gib. L'don & A'warp.
"SICILIA"	8,813	20th Sept.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,903	31st Sept.	Mars. Gib. London & Antwerp.
"SOUDAN"	6,696	5th Oct.	B'way, Mars. Gib. L'don & A'warp.
"KARNATA"	9,068	17th Oct.	Spore, Penang, Colombo & B'way.
"CALLEDONIA"	7,923	19th Oct.	Mars. Gib. London & Antwerp.
"NELLORE"	6,953	2nd Nov.	do.
"MALWA"	10,441	4th Nov.	do.
"KALYAN"	9,082	16th Nov.	do.
"SOUDAN"	6,696	30th Nov.	B'way, Mars. Gib. L'don & A'warp.

1924.

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHGAR"	8,540	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARNATA"	9,068	7th March	do.
"NALDERA"	15,983	21st March	do.
"DELTA"	9,087	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"WARINA"	3,120	19th Aug.	Bangkok Direct.
"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	4th Sept.	do.

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,060	1st Sept.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,903	24th Aug.	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	8,813	29th Aug.	Shanghai, Moji, Kobe & Yokohama
"TANDA"	6,956	29th Aug.	Shanghai, Moji, Kobe & Yokohama
"KARNATA"	9,068	31st Sept.	Shanghai, Moji, Kobe & Yokohama
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must carry their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain)

Telephone: Central 3155

Telegrams: (Furprince)

St. George's Building

(21)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Eastern

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SOMATRA MARU" ... Monday, 20th Aug.

"ARGUN MARU" ... Tuesday, 4th Sept.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"HONOLULU MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"ALASKA MARU" ... Beginning of Aug.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"AMAZON MARU" ... Friday, 21st Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKURA MARU" ... Wednesday, 22nd Aug., Noon.

TAKAO via SWATOW & AMOY.

"ROSHU MARU" ... Thursday, 23rd Aug.

TAKAO & KEELUNG.

"TOYEN MARU" ... Monday, 3rd Sept.

Tel. Central No. 4990.

K. SHIMA, Manager.

**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug., D.L.
SHANGHAI	"KANCHOW"	On 18th Aug., 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Aug., Noon
SWATOW & SHANGHAI	"YINGCHOW"	On 19th Aug., 4 p.m.
AMOY, SHANGHAI & TRINGTAO	"SHANTUNG"	On 20th Aug., 4 p.m.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 21st Aug., 9 a.m.
AMOY & SHANGHAI	"SUNNING"	On 22nd Aug., D.L.
CHIEFOO & NEWCHOWANG	"HANYING"	On 22nd Aug., D.L.
MANILA	"TEAN"	On 22nd Aug., 4 p.m.
SWATOW & SHANGHAI	"KIANGCHOW"	On 23rd Aug., 4 p.m.
HOIHOW & BANGKOK	"LINAN"	On 25th Aug., 10 a.m.
WEIHAIWEI & TIENTSIN	"KUEIOHOW"	On 25th Aug., 4 p.m.

Excellent Saloon accommodation available, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 23.

(JOHN SWIRE & SONS, LTD.)

CARGO & "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sadoakan, & Aus. Ports
"CHANGSHA"	25th August	29th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 23.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Due Hongkong 31st Aug.

U.S.S. "West Carmona" ... Leave Hongkong 1st Sept.

U.S.S. "West Carmona" ... Due Hongkong 1st Sept.

U.S.S. "West Carmona" ... Leave Hongkong 1st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHEEL

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S. "West Chopaka" ... Due Hongkong 16th Aug.

U.S.S. "West Chopaka" ... Leave Hongkong 17th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Due Hongkong 1st Sept.

U.S.S. "West Carmona" ... Leave Hongkong 1st Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

K. A. HEYUM, Res. Agent.

(22)

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 19th Aug.

S.S. "BOWEN CASTLE" ... sailing on or about 19th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

